

BIENNIAL REPORT

OF THE

Board of State Harbor Commissioners

FOR THE

FISCAL YEARS COMMENCING JULY 1, 1908, AND ENDING
JUNE 30, 1910.

COMMISSIONERS:

W. V. STAFFORD, President,

WALTER E. DENNISON,

PHILIP S. TELLER.



SACRAMENTO:

W. W. SHANNON, : : : SUPERINTENDENT STATE PRINTING
1910

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BOARD OF STATE HARBOR COMMISSIONERS.

WALTER V. STAFFORD, <i>President</i> ,	-	-	-	Commissioner.
WALTER E. DENNISON,	-	-	-	Commissioner.
PHILIP S. TELLER,	-	-	-	Commissioner.

WALTER B. THORPE,	-	-	-	Secretary.
JAMES BYRNE, JR.,	-	-	-	Assistant Secretary.
RALPH BARKER,	-	-	-	Assistant State Engineer.
WILLIAM H. DAVIS,	-	-	-	Attorney.

OFFICE :

UNION DEPOT AND FERRY HOUSE, SAN FRANCISCO, CAL.

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BIENNIAL REPORT
OF THE
BOARD OF STATE HARBOR COMMISSIONERS.

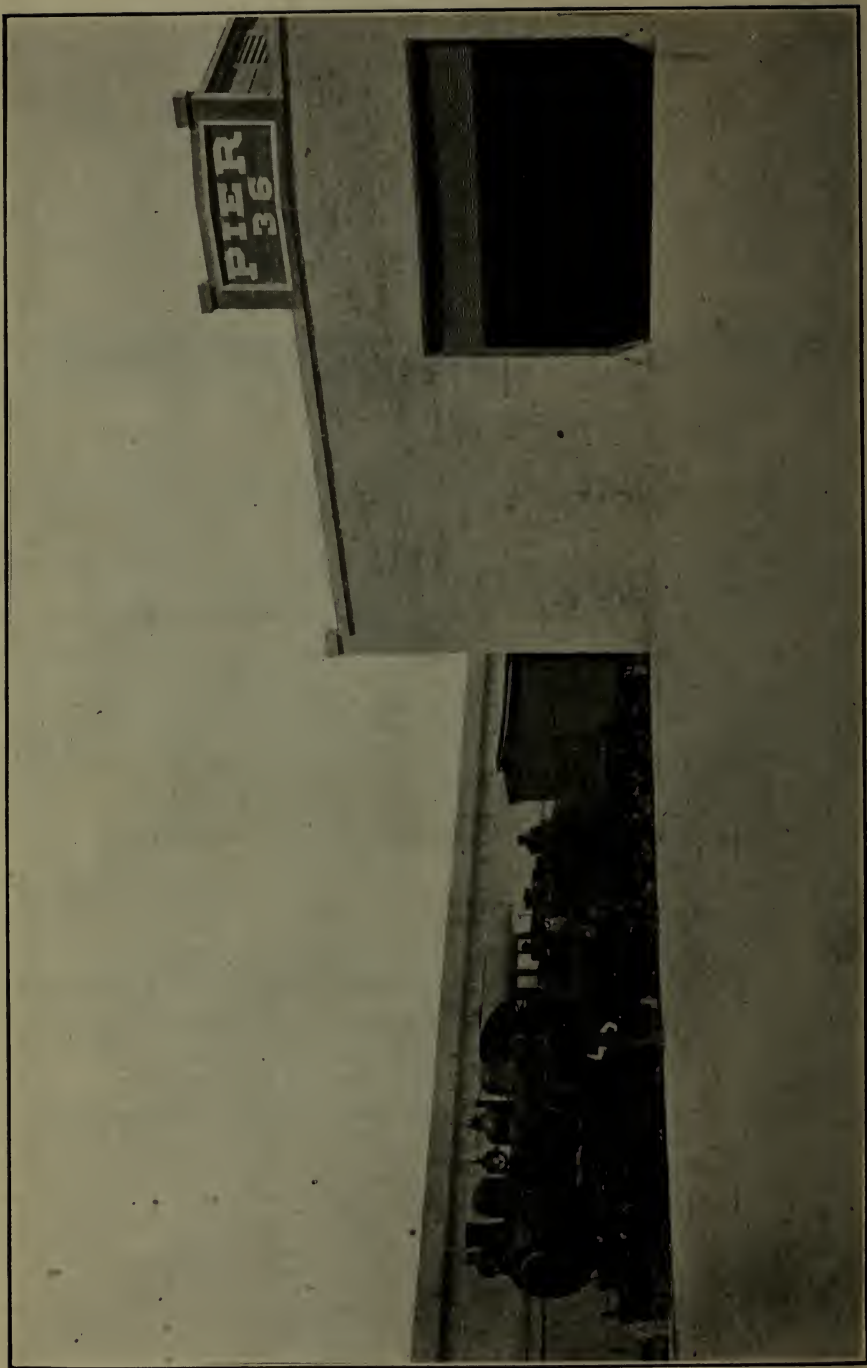
SAN FRANCISCO, CALIFORNIA, September 8, 1910.

*To His Excellency, The Honorable JAMES N. GILLET,
Governor of the State of California, Sacramento, California.*

SIR: As required by law, the Board of State Harbor Commissioners for the harbor of San Francisco herewith respectfully submits its biennial report for the two fiscal years commencing July 1, 1908, and ending June 30, 1910, embracing in detail all financial transactions of this public department and describing the work accomplished during the period named.

Respectfully yours,

WALTER V. STAFFORD, President,
WALTER E. DENNISON,
PHILIP S. TELLER,
Board of State Harbor Commissioners.



Pier 36, with Belt Railroad engine and cars.

INTRODUCTION.

Except for a provision authorizing the Board of State Harbor Commissioners to provide for and to maintain open fairways in the bay of San Francisco for the clear passage of the transbay ferryboats, the jurisdiction of the Board is confined by law to the State property along the water front of the city and county of San Francisco between the eastern end of the Presidio reservation and the boundary line between the counties of San Francisco and San Mateo. The statistics and other data contained in this report refer to this property alone, which consists of the seawall, the seawall lots created by the reclamation of tide lands, East street for its entire length and other water front streets created by reclamation, and all the piers and wharves in the city and county of San Francisco except those belonging to the Federal Government at the Presidio and at Fort Mason, those belonging to the Union Iron Works at Central Basin and at Hunter's Point, and that of the Western Sugar Refining Company at the foot of Twenty-third street. The commerce handled at the state wharves, which is all with which this report deals, is but a part of the entire commerce of San Francisco bay and harbor, which includes that of the stream, of Oakland, of Point Richmond, of Port Costa, and other bay points. The Board of State Harbor Commissioners has no official cognizance of any of these.

In addition to the report of the Board, there are submitted herewith the reports of the Engineer, of the Attorney, of the Superintendent of the Belt railroad, and of the Expert Accountant to the Board, together with tables giving the receipts and disbursements of the Board for the two fiscal years from July 1, 1908, to June 30, 1910, and from the creation of the Board in its present guise, in 1863, to June 30, 1910; the states of the San Francisco Harbor Improvement, San Francisco Seawall, and San Francisco Depot funds, with the payments made to and from them; the state of the Deferred Payment Draft Account (now nearly extinguished); the operation of the Belt railroad; the extent and cost of completed seawall; the contract work completed since June 30, 1908, and that under way June 30, 1910; the revenues and rentals from seawall lots and other state property; the amount and cost of dredging from June 30, 1875, to June 30, 1910; a comparison of the revenues, expenditures, and indebtedness of typical seaports with publicly owned docks; statistics of vessels of every kind using the state

wharves of San Francisco; the amount and character of freight handled over the state wharves.

In the shipping statistics, vessels are credited with net tonnage throughout, not with gross tonnage, as in some statistical shipping reports.

The prevailing charges for towage and pilotage in and out of the bay of San Francisco are appended, as being of general interest, although the Board of State Harbor Commissioners has no voice in fixing them.

PART I.

REPORT OF THE BOARD.



Section 9 of the seawall in process of construction. Flooded area to the left is now being filled in to make seawall lots.

PRESSENT CONDITIONS OF THE STATE WATER FRONT PROPERTY OF SAN FRANCISCO.

Development of the docking facilities.

During the period of two fiscal years which ended June 30, 1910, the work of developing and improving docking facilities along the water front of San Francisco progressed steadily, the money for the purpose having been provided by the sale of seawall bonds authorized by the act of the legislature approved March 21, 1903, and ratified by the electors of the State the following year, and by the revenues of the state property turned into the San Francisco Harbor Improvement Fund.

On June 30, 1908, the state's piers, exclusive of dry dock wharves, numbered 30. Since that date, five of the old piers have been removed, three of the best modern pattern have been built, two more are in course of construction, the dry dock wharves have been remodeled, 900 feet of new seawall has been constructed, and 1,485 feet more is under construction. During the same period, 2,710 feet of bulkhead wharf has been completed and 1,485 feet more is under construction, to be added to the 18,753 feet completed June 30, 1908. The trackage of the Belt railroad has been increased from 20,765 to 31,015 feet. Details of the new construction will be found in the report of the Engineer, and details of the development and operation of the Belt railroad in the report of its Superintendent.

The total proceeds from the sale of seawall bonds, and interest thereon, amounted to \$2,019,250.63, and all of this, except a balance of \$308,974.69 on hand, has been expended in the construction of seawall and docks, with the result that a great street area and seawall lots aggregating over a million dollars in value have been created, the new property being leased as fast as acquired at a good rate of interest upon its valuation.

The last contract for work under the provisions of the seawall bond issue law of 1904, which will add three more seawall lots with a valuation of about \$700,000, has been entered upon and will be completed by the end of the current calendar year, when, unless another fund is provided, extensive harbor improvement, of permanent, durable, and up-to-date character, must cease.

The demand for a continuation of the work of development along the lines followed during the past three years is imperative. While all of the new docks completed in recent years are of the best and most dur-

able and convenient type, there remain many old wooden docks, costing large sums to keep in repair, and even with the best care not likely to survive much longer. Furthermore, the commerce of the port of San Francisco is steadily increasing with acceleration that will become greater and greater with the opening of the Panama canal and the inevitable growth of trade in the Pacific ocean. San Francisco possesses all of the prime requisites of a great seaport except ample docking facilities. The port is spacious, it is well defended, it is admirably sheltered against severe storms, its extreme tidal range is only about 8 feet and the mean less than 5 feet, it offers excellent anchorage in moderate depth of water, with fine holding ground, and, in a word, it is ideal as far as natural conditions are concerned. It is the terminal point of three great transcontinental railroads, and has at its gates a vast, rich, and growing hinterland. All it needs is betterment of its dock system.

The water front line of San Francisco, under the jurisdiction of the Board of State Harbor Commissioners, is approximately eight miles in length. On June 30, 1910, there were in existence along this line 11,700.5 feet of completed seawall, 30 piers, and 23 seawall lots, which lots, together with the land owned by the State around Central Basin, have a total area of 1,104,275 square feet, or 25.3 acres.

The piers and bulkhead wharves offer about five miles of berth space at the present time. If the water front were developed for its entire length from Taylor street to the San Mateo county line, with piers 210 feet wide and 800 feet long, having a space between them 250 feet wide, the entire length of the contour of the piers and bulkheads would be 193,640 feet, or 36.6 miles. If the piers were 140 feet in width and 800 feet long, with 220 feet space between them, there would be a total length of contour of 235,200 feet, or 44.5 miles. There would be 94 of the larger piers and 120 of the smaller ones. These calculations do not include any space in Channel street, in Central or India basins or Islais creek.

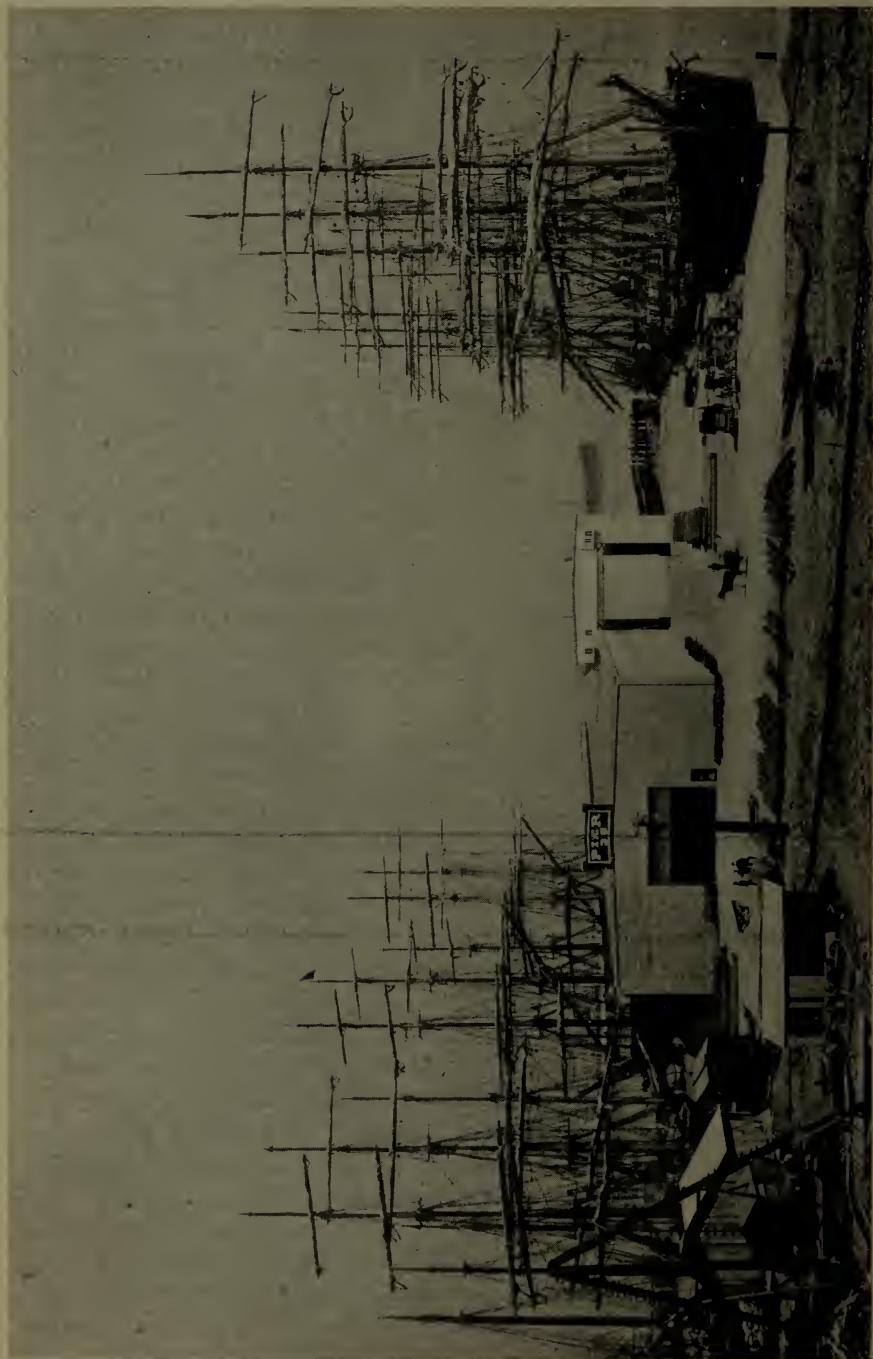
It is thus seen that the dock facilities of San Francisco may be expanded enormously, with ease.

By the construction of a new seawall and the reclamation of the land between it and the previously existing city front, the property of the State is greatly increased. From the new seawall lots created, large revenues are derived, for these lots are located in a part of the city where real estate is ever in demand and tenants never lacking. The lots already created have been let at good rentals, many of them for long periods, provision having been made for regular increases in rates every five years, to conform with the future increase of valuations with the growth of the city.

Definition of the water front line.

The water front line, sometimes called the bulkhead line or the seawall line, to which the Board of State Harbor Commissioners is empowered by law to extend the seawall seaward and create lands within it, was determined about 33 years ago. On September 12, 1877, Governor William Irwin, of California; Mayor Andrew J. Bryant, of San Francisco, and Harbor Commissioners William Blanding (president), Bruce B. Lee, and A. M. Burns, agreed upon and submitted to the legislature for ratification a water front line thus defined:

A line parallel to and distant 200 feet outwardly or seaward from a line described as follows: Beginning at a point in the prolongation northerly of the eastern boundary of the Presidio reservation, distant 200 feet northerly from the northerly line of Lewis street, said distance of 200 feet being measured at right angles to the line of Lewis street; thence in a straight line and parallel to Lewis street to the westerly line of Webster street; thence in a straight line to the intersection of the westerly line of Polk street with the southerly line of Lewis street; thence in a straight line to the intersection of the westerly line of Powell street with the southerly line of Jefferson street; thence in a straight line to the intersection of the westerly line of Dupont street with the southerly line of Beach street; thence in a straight line to the intersection of the southerly line of North Point street with the westerly line of Kearny street; thence in a straight line to the intersection of the northerly line of Francisco street with the easterly line of Montgomery street (said streets being estimated at 150 feet in width); thence in a straight line to the intersection of the southerly line of Lombard street with the westerly line of Battery street; thence in a straight line to the intersection of the southerly line of Filbert street with the westerly line of Front street; thence in a straight line to a point in the southerly line of Pacific street distant 75 6-12 feet easterly from the easterly line of Drumm street; thence in a direct course toward the intersection of the northerly line of Mission street with the westerly line of East street to a point 283 feet, measured in a said course northerly from the northerly line of Mission street; thence in a straight line to the intersection of the southerly line of Folsom street (as the same is laid out west of Steuart street) with the westerly line of East street; thence in a straight line passing through the point formed by the intersection of the northerly line of Harrison street with the westerly line of Steuart street, to a point 137½ feet southerly from the southerly line of Harrison street (said distance of 137½ feet to be measured at right angles to Harrison street); thence in a straight line to the intersection of the westerly line of Spear street to the northerly line of Bryant street; thence in a straight line to the intersection of the westerly line of First street



Alaska packers' vessels at new pier No. 36, immediately after its completion. East street in process of development in foreground.

with the northerly line of Townsend street; thence southerly in a straight line 3,300 feet to a point 640 feet easterly from the westerly line of Kentucky street (said distance of 640 feet to be measured at right angles to Kentucky street); thence in a straight line to the intersection of the westerly line of Water Front street with the easterly line of Wyoming street; thence along the westerly line of Water Front street and said westerly line prolonged to its intersection with a curve of 1,326.6 feet radius described from the intersection of the southerly line of A street with the easterly line of Sixth avenue as a center; thence southerly along said curve to a point in the prolongation northerly of the westerly line of Water Front street (as the same is laid out south of Eleventh avenue); and thence along the westerly line of said Water Front street to the boundary line between the city and county of San Francisco and the county of San Mateo.

By act approved March 15, 1878, the state legislature ratified all of this water front line except that part extending from the east line of Taylor street to the easterly line of the Presidio reservation, which was excluded. The act of ratification was worded as follows:

"So much of the line for a harbor embankment or seawall of the port of San Francisco, adopted on the twelfth day of September, eighteen hundred and seventy-seven, by the governor, the mayor of the city and county of San Francisco and the state harbor commissioners, and indicated on the maps filed in the office of said board of harbor commissioners and of the recorder of the city and county of San Francisco, as extends from the east line of Taylor street to the boundary line between the city and county of San Francisco and the county of San Mateo, is hereby ratified and confirmed, and shall be known as the 'water front line' of the city and county of San Francisco; and so much of said line of harbor embankment or seawall as extends from the east line of Taylor street to the eastern line of the Presidio reservation is hereby annulled and vacated."

State water front properties self-supporting.

The state properties along the water front of San Francisco are wholly self-supporting. With the exception of \$100,000 appropriated by the legislature immediately after the earthquake and fire of 1906 to effect urgent repairs necessitated by that disaster, the state wharves have never cost the taxpayers of the State a cent. The expenses are borne by those who use the wharves, seawall lots, and other conveniences of the state properties. The regular, normal revenue of the Board of State Harbor Commissioners is derived from dockage charges for berthing privileges at the piers and wharves; tolls upon freight handled over the state property; wharfage charges for freight left unduly long upon the wharves; rentals of seawall lots, wharves, and quarters in the Union Depot and Ferry Building; switching charges by the Belt railroad; and various other lesser sources, such as minor privileges on East street, sale of old material, etc.

With the addition of seawall lots, as the seawall is increased in

length, the revenue from rentals will be greatly increased, so that the time may come, even if large bond issues are needed for improvement, when, after the bonds are retired, the dockage and toll charges may be abolished and San Francisco be made a free port for shipping, for the prospective rentals alone will be more than sufficient to pay all the expenses of administration, maintenance and ordinary repair. With the construction of new piers, of best pattern, such as those now being built, the repair bill will amount to a relatively small sum annually.

The tables of financial statistics accompanying this report will show the relative values of the various sources of revenue, as well as the relative amounts of the various expenditures.

Increase of San Francisco's commerce.

The amount of freight handled over the state wharves during the fiscal year ended June 30, 1909, was, in round numbers, 6,325,000 tons; during the fiscal year ended June 30, 1910, it was 6,866,000, showing an increase of about $8\frac{1}{2}$ per cent in one year.

This is likewise an increase of 3,136,000 tons, or 84 per cent, in fifteen years, the freight handled over the state wharves during the fiscal year of 1894-95 having amounted to 3,729,000 tons. It must be borne in mind, too, that the year 1909-10 was a normal one and growth in commerce was not stimulated by any unusual happenings or conditions, such as in 1906, when the great earthquake and fire in San Francisco caused vast quantities of building materials and supplies to flow into the city. The tonnage for 1909-10 even exceeded that of the abnormal year of 1906-07, when the tonnage handled over the state wharves was 6,803,000. A table showing the tonnages for the past sixteen years is included among the shipping statistics.

Lumber, mineral oil, wine and general merchandise are at present the principal articles of trade handled over the state wharves. On an average, in round numbers, 1,000,000 feet, board measure, of soft wood lumber, 12,000 feet of hard wood lumber, over 10,000 tons of general merchandise, 1,000 barrels of wine, 2,250 tons of oil, and 1,200 tons of coal are handled daily over the state wharves.

In the tables of shipping statistics will be found many data relating to the numbers and classes of vessels using the state wharves, their arrivals, tonnage and nationalities.

Revenue and expenses.

During the fiscal year ended June 30, 1910, the revenues from rental of state properties on the water front have been increased as a result of their increased valuation, as well as by the addition of new seawall lots, which now constitute income-producing real estate where the waters of the bay formerly ebbed and flowed. At the same time the expenses of the administration, the fixed charges, have been lessened in their

Total ----- \$388,002 41



PIER 38 AND SHED IN COURSE OF ERECTION, SHOWING CHARACTER AND PROGRESS OF NEW CONSTRUCTION.

NOTE.—Photographic distortion gives the appearance of two bends in the pier. The pier is straight.

relation to the revenue. For the forty-seven years from 1863 to 1910, the average ratio of administration expenses to revenue was 21.38 per cent. For 1908-09 it was 20.47 per cent and for 1909-10 it was 18.25 per cent.

Early in 1910 a rearrangement was made of the rentals of tenants of the Union Depot and Ferry Building. Where formerly the rent schedule was more or less arbitrary and lacked uniformity, it is now based upon the character of the tenant's business and the number of square feet occupied. Tenants engaged in trade, such as candy, fruit and flower selling, are charged a flat rate of 75 cents per square foot. Other tenants, such as public officers, railroads, the express companies and the like, are charged a flat rate of 12½ cents per square foot on the ground floor of the building, 4 cents a square foot upstairs, and 2 cents a square foot on the slips. Where this method would have resulted in a lowering of the rental, the old rentals were left unchanged, but in a majority of cases the result was an increase, more nearly adequate than before to meet the charges for maintenance, interest on investment, and depreciation. The building now yields a revenue of \$12,631.16, where a year before it yielded \$10,602.00 a month, showing a gain of \$2,029.16 a month.

Taking the fiscal year ended June 30, 1910, as an index, it is found that the normal annual gross revenue of the state water front properties in San Francisco on that date amounted to over a million dollars, derived as follows:

From dockage	\$209,788 20
From tolls	343,307 39
From wharfage	7,184 73
From rentals	917,882 58
From Belt railroad	132,228 00
From minor privileges and concessions, electric lighting, etc....	27,558 29
	<hr/>
	\$1,637,949 19
Less rents paid in advance	595,839 40
	<hr/>
Total	\$1,042,109 79

At the same time the fixed charges were less than \$400,000 per annum, as follows:

Administration, salaries, etc.	\$29,618 65
Collection of revenue	63,290 30
Expense account, stationery, printing, etc.	43,822 83
Cleaning wharves, bulkheads, streets, etc.	34,989 56
State tugs	52,219 59
Belt railroad maintenance and operation	88,335 51
Electric lighting	32,548 34
Upkeep of Union Depot and Ferry Building	42,209 14
Legal expenses, furniture, etc.	968 49
	<hr/>
Total	\$388,002 41



Removing the old Mail dock. A few months before this picture was taken deep water existed where the solid land now appears in the foreground, its reclamation resulting in the addition of a valuable seawall lot.

This shows a net annual income on June 30, 1910, of \$654,107.38, available for construction, repair, dredging, sinking fund, and interest.

Some items of the fixed charges fluctuate more or less, being affected, for example, by the amount of work done by the Harbor Commission's own force instead of by contract. When it is found more economical, or otherwise expedient to effect construction or repair by the Harbor Commission's own force, the latter is increased and the salary rolls increased accordingly during the time the work is in progress. Again, under the heading of upkeep of the Union Depot and Ferry Building are included such charges as cost of rearrangement of offices, new modern plumbing, new ladies' waiting room, new lighting system for building, improvements on north and south wings, an upper landing for Slip No. 1, and other improvements of a permanent character, which are really more of the nature of new construction than of upkeep. Modernizing the Union Depot and Ferry Building, like modernizing the wharves, lessens the later cost of upkeep.

A further increase in cost of administration was due to the granting, by the legislature, of higher pay for wharfingers, collectors, and others, and the allowance of two weeks' leave, on pay, each year to all employees.

Eucalyptus piles.

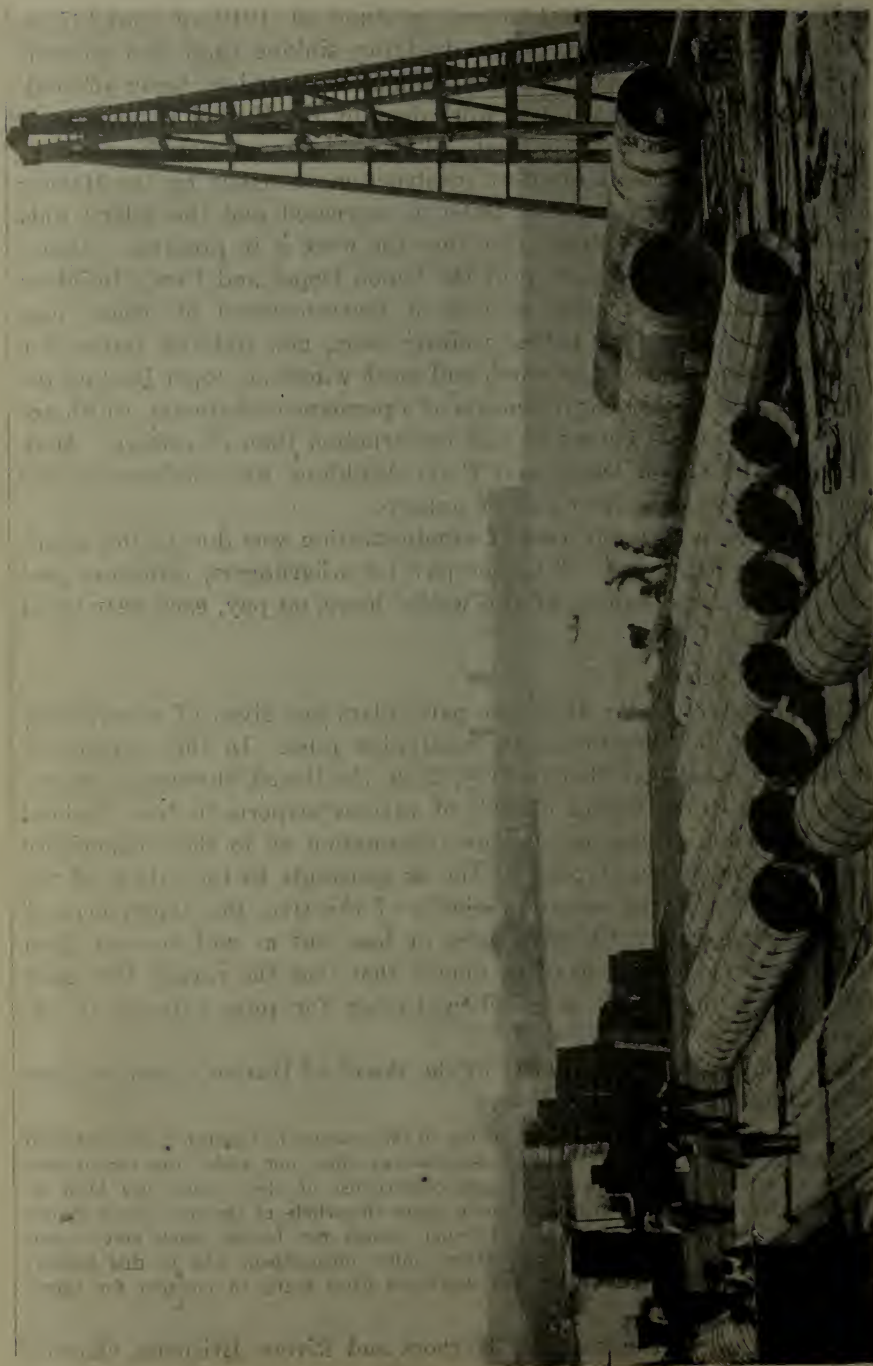
In the report of the Engineer particulars are given of experiments made under his direction with eucalyptus piles. In this connection, it may be stated here that in July, 1909, the Board, through its Secretary, wrote to the harbor officials of various seaports in New Zealand and Australia, requesting definite information as to their experience with varieties of eucalyptus timber as resistant to the attack of the teredo. There being several varieties of the tree, the experiences of those testing eucalyptus vary more or less, but as will be seen from the reports, the consensus of opinion is that even the variety that gave the best results is not satisfactory timber for piles exposed to the ravages of the teredo.

Mr. J. Marchbanks, Engineer of the Board of Harbor Commissioners of Wellington, New Zealand, says:

"Our experience is rather limited, owing to the practice of sheathing all piles with muntz-metal. Ironbark (*Eucalyptus paniculata*) does not resist the teredo successfully, and, as an instance, a wharf constructed of these piles was built at Opunaki, New Plymouth, and after three years the whole of the piles were totally destroyed. Jarrah (*Eucalyptus marginata*) resists the teredo much better than ironbark, and our only experience of these piles, unsheathed, was in this harbor, near the Patent Slip, where one was destroyed after being in position for thirty years."

Mr. H. Cullen, Engineer for Harbors and Rivers, Brisbane, Queensland, says:

"For wharf construction timber has been chiefly used, with, in several instances, cast iron piles, wrought iron bracing and wooden superstructures, but the ultimate



Making wooden cylinder forms for new concrete piles.

destruction of any underwater timber is so certain, and its protection so uncertain, that in the case of a large jetty built last year I used reinforced concrete, and the latter will probably be used generally in the future.

"Reverting to the actual timbers used, our practice has been to use gray ironbark (*Eucalyptus sideraphlois*) or spotted gum (*Eucalyptus maculata*), sheathed with 22-ounce muntz-metal for all main piles, and during recent years, owing to the occasional failure of the muntz-metal to maintain itself, I have also poisoned the timber well before sheathing, using a solution of arsenic first, and then a solution of copper, after which it is well coated with tar or bitumen. This treatment alone will protect timber from marine worms for a few years, say two to six as limits, and insures the interim of safety of the pile should the metallic sheathing fall or receive injury.

"For fender piles our practice is to use swamp mahogany or cypress pine. These timbers both possess a resin obnoxious to the teredo and limnoria, but its quality and quantity seem to vary for reasons not quite understood, probably the constituents of the soil, whether grown on low or well drained land, and whether cut with the sap up or down. However, apart from these variations, both timbers possess a certain resistance to attack, varying in length from three to twenty years. Many piles of these timbers are now in existence on the coast that have been in place for fifteen to twenty years, while I have known cases where there was a life of only three or four years. In New South Wales credit is given to a timber called turpentine (*Syncarpia laurifolia*) for insect resisting properties, and it is largely used there. Our experience in Queensland with the same timbers has not borne out the claims made for it in New South Wales. Possibly the worms in Queensland are more vigorous."

Mr. H. Walsh, Engineer-in-Chief of the Sydney Harbor Board Trust, Sydney, New South Wales, says:

"I do not look upon any species of eucalyptus as immune from marine borers. The turpentine used so largely in this state is not a eucalypt."

Reports of similar tenor to the foregoing were received from Messrs. Huckson & Hutchinson, architects and engineers for the Marine Board of Hobart, Tasmania, who says that blue gum (*Eucalyptus globulus*) and stringy bark (*Eucalyptus obliqua*) are especially suitable for piles, and that ironbark also makes good piles which last quite as well as blue gum, but is restricted to a few localities and is too scarce to be of any use; from Mr. W. H. Hamer, Engineer to the Harbor Board of Auckland, New Zealand, who says that none of the several kinds of Australian eucalyptus experimented with has withstood the ravages of the worms without the expensive copper sheathing; and from Mr. Halliday, Engineer for the Melbourne Harbor Trust, Victoria, who expresses a preference for the New South Wales turpentine (*Syncarpia laurifolia*).

Policy of the Board.

It has been the policy of the Board under your administration—

1. To pave all of the streets under its jurisdiction with basalt in a thorough manner, reducing to a minimum the traction incident to the most exacting team traffic known;

2. To keep all such pavements clean all of the time;

3. To extend the Belt railroad to all sections of East street protected



Concreted steel beams of pier 34.

by seawall, and to maintain said Belt railroad with construction, equipment and service equal to the best railroad yards in this country;

4. To maintain the Ferry building in a state of cleanliness and perfection of appointments befitting its importance as the main gateway of the city;

5. To extend the seawall between the Ferry building and Channel street as rapidly as the temporary withdrawal of old wooden wharves and the consequent inconvenience to shipping would permit;

6. To create East street and seawall lots behind the new seawall, coincident with seawall construction;

7. To abandon the inadequate loose rock method and substitute therefor a reinforced concrete style of seawall construction;

8. To replace failing wooden bulkhead wharves with reinforced concrete protected steel girder construction;

9. To displace worn-out docks on wood pile foundations with new steel-frame piers, all steel protected by reinforced concrete, making the roofs, walls and floors monolithic, and resting on foundations of reinforced concrete cylinder piers, whose integrity of construction has been absolutely assured;

10. To allow no departure from this style of dock construction except to the proposed lessees of piers 34 and 54, whose moneys were advanced to the State for 15-year leases under statutory provision, which said piers are built upon permanent reinforced concrete foundations capable of supporting permanent superstructures when reverting to the State at the end of their leases;

11. To establish irrevocably a type of construction whose permanency shall secure a reduction of repair cost to a minimum, positive immunity from loss by fire, and absolute compliance with the most exacting quarantine regulations;

12. To lease the realty of the State, known as seawall lots, for terms not exceeding twenty-five years, as provided by law, at 4 per cent on present day expert appraised valuations, with increasing percentages every five years to compensate for increased valuations;

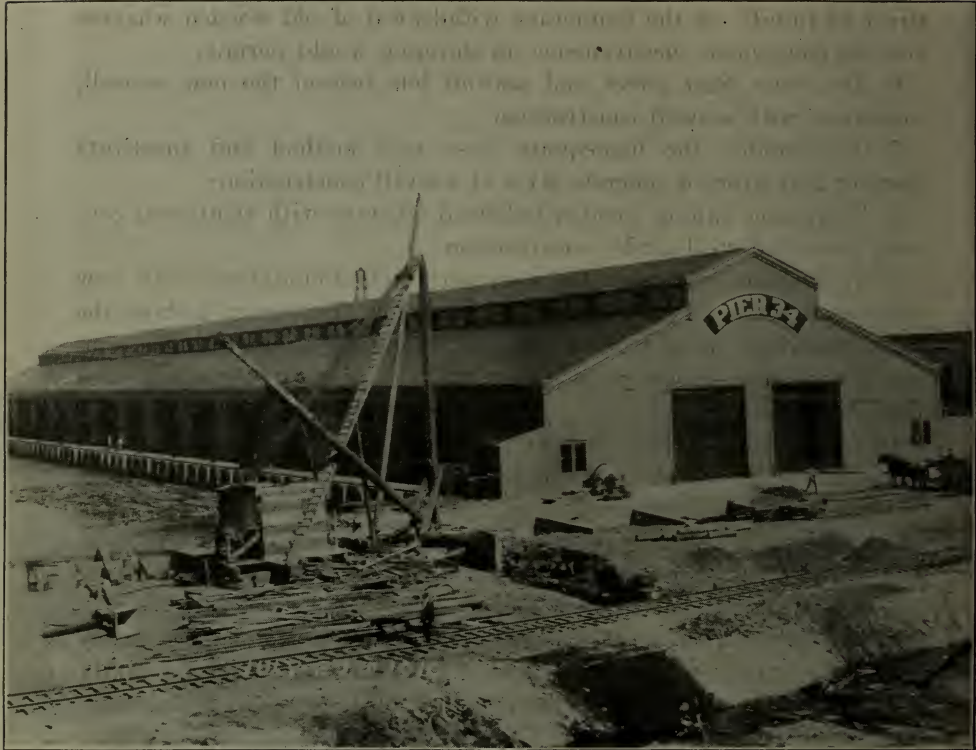
13. To connect all permanent wharves and docks by rail with the Belt railroad;

14. To place all present new and permanent construction so as to bring together rail and vessel at points on the water front of the bay of San Francisco nearest to the largest level areas of the city, thus insuring immediately to the greatest degree economies of commerce;

15. To maintain old and temporary wharves and docks so as to make them serve, with the aid of the Belt railroad wherever practicable, the shipping interests necessarily dependent upon them until such time as the voters of the State shall permit the Board of State Harbor Commissioners to anticipate the revenues of the port by the issuance of 75-year

bonds for the purpose of securing the necessary funds with which to extend the new and permanent type of construction to the older parts of the water front; and, finally,

16. To increase and equalize the revenues from all sources other than charges for tolls, dockage, and wharfage so as to afford the greatest



New Pier 34.

practicable relief to shipping, which has heretofore borne an undue share of the burdens of the port.

General situation.

In conclusion, it can not be too strongly stated that the bay of San Francisco possesses in eminent degree all of the commercial and natural advantages that go to make an ideal great seaport, but the water front urgently calls for more and better docking facilities, to meet the demands of both present and future commerce. Better facilities will bring more commerce and more revenue, while the growth of commerce will bring more business and trade to the city and State.

"It is an invariable rule that harbor development on modern lines is immediately followed by new shipping and increased trade."

PART II.

REPORT OF ASSISTANT STATE ENGINEER



Interior of steel shed on new pier No. 36.



PIER 38 IN COURSE OF CONSTRUCTION, SHOWING STEEL FLOOR BEAMS AND GIRDERS.

REPORT OF THE ASSISTANT STATE ENGINEER.

SAN FRANCISCO, CALIFORNIA, September 8, 1910.

To the Honorable, The Board of State Harbor Commissioners.

GENTLEMEN: In my report immediately preceding this one, the existing conditions on the water front were described. This report deals principally with what has been accomplished in the past two years in the way of new construction, and will include some observations regarding what my experience tells me should be done in future to improve the facilities for handling the traffic. The State Belt Railroad has not been touched upon, as this will be discussed in a separate report by its Superintendent. A subdivision regarding a test of eucalyptus trees for piling has been added.

Dredging.

All along the water front there is a constant deposition of material, which makes it necessary to do some dredging in order to maintain a sufficient depth of water in the berths. The present dredging equipment is sufficient to do this under ordinary circumstances. During the past two years, however, the large amount of dredging necessary to prepare for new seawalls and to provide sufficient water alongside of new piers has caused this work to get into arrears somewhat.

When an old pier is removed to make way for new work it becomes necessary to remove all the piles and stumps of piles which remain of the old work, so that nothing will remain which might be a menace to navigation.

The site of an old pier which has been standing a long time and been repaired again and again becomes thickly studded with old stumps of piles, and their removal is a slow operation. Also, deep and thorough dredging is necessary for new seawalls. In preparing for sections 8, 9, 10, and 11 of the seawall our dredgers have pulled over 10,000 old piles stumps and have moved over 500,000 cubic yards of mud. There still remains to be done in this connection the dredging on the sites of piers No. 2, No. 20, No. 26, and No. 28, which have been removed. This work will be completed shortly and conditions will again become normal unless new seawall construction is commenced.

Tests of eucalyptus for piling.

A great many claims have been put forward that certain varieties of eucalyptus trees would resist the attacks of the teredo and the limnoria.

This claim was made for the blue gum variety (*Eucalyptus globulus*) which is quite plentiful in California and is available locally in suitable sizes for piling. The Board decided to make a test of these trees. Accordingly, about 1,200 were purchased and put into structures where the teredo was known to be active. These trees came from two sources, one in the city of Berkeley, in Alameda county, where they were planted in 1872 and were 37 years of age at the time they were cut. Two hundred and fifty piles were obtained from this source. The balance came from the Parkside subdivision of San Francisco. These trees were planted in the eighties and were from 24 to 28 years of age. All of the piles were of the same variety, *i. e.*, *Eucalyptus globulus*. These piles were all driven early in 1909, and have not been in the water long enough at present to give any idea as to their ability to resist the marine insects. A large number were used in the construction of one of the ferry slips at the foot of Market street. It was thought that the wood, being tough and strong, would resist the blows and wear of ferryboats better than fir piles. The result has been a disappointment. The eucalyptus does not withstand the wear any better than fir, and does not afford enough rigidity for ferry slip construction on account of its rapid taper and the ease with which the piles are bent.

East street.

The paving on the newly created thoroughfare beginning at Channel street, has been begun and up to date 1,200 feet has been completed. All of the city streets which have been extended by the construction of the seawall, and the filling in behind it, which are adjacent to property under the jurisdiction of the Board, have been brought up to grade and paved.

In doing this work special 8-inch by 20-inch curbing has been used entirely, the catch-basins and sewers have been of the best type. The paving is of basalt blocks laid on a sand cushion. This paving gives easy access to piers No. 34, No. 36, No. 38, No. 40, No. 42, and No. 44.

Seawall.

During the past two years the construction of new seawall has been prosecuted as rapidly as the conditions would permit. At the time the last report was written 11,600 feet (including 800 feet of breakwater at Fisherman Wharf) existed as was described in the previous report. This does not include 3,000 feet of seawall, which was constructed by the Santa Fe Railway Company, and for which a lease of the territory created was given, at a nominal rental, for a period of fifty years. This latter seawall extends from Channel street southerly to El Dorado street, and incloses what is known as China Basin. According to the terms of this lease, whenever the Board of State Harbor

Commissioners shall erect a continuous seawall from its present end near Mission street to the intersection of the easterly extended north line of Channel street with the water front line, there reverts to the State as a right of way and thoroughfare a strip 100 feet wide and extending the full length of the property, together with a right of way 70 feet in width on and along the north and south boundaries of the property to provide a convenient means of ingress and egress to and from the piers which may be built abutting on this portion of the seawall.

Since the writing of the last report the following sections of seawall have been constructed or started and will be completed by January 1st:

Section 8: 300 feet long, extending from the foot of Mission street to a point between Mission and Howard streets. Work on this section was started December 6, 1909, and was completed March 10, 1910.

Section 9: 1,000 feet in length, extending from the foot of Harrison street to a point between Bryant and Brannan streets. Work on this section was started March 29, 1910, and is not yet completed.

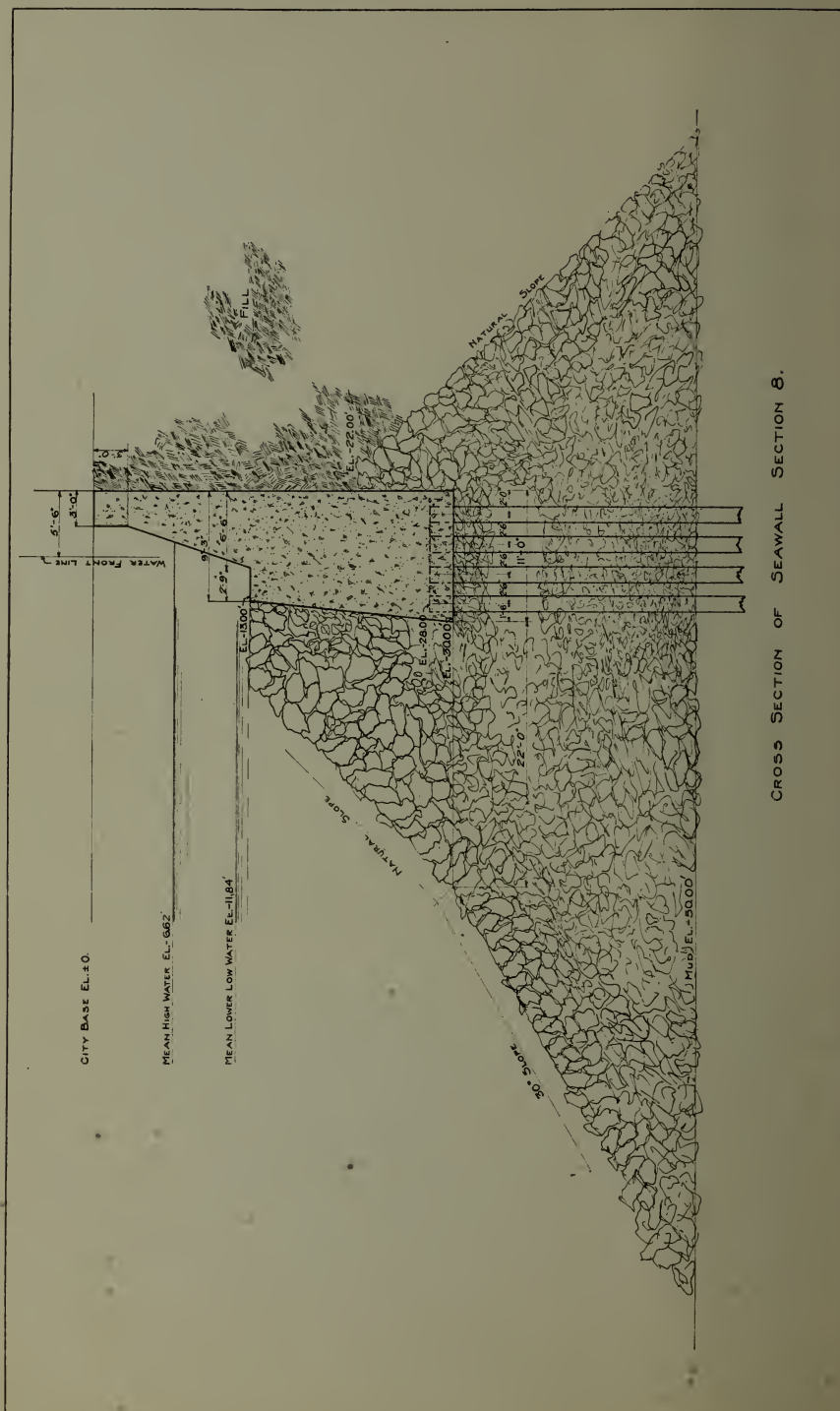
Section 10: 485 feet in length, extending from the southerly end of section 9, between Bryant and Brannan streets, to the northerly end of section 11 at the foot of Main street. Work on this section was started August 29th, and is not yet completed.

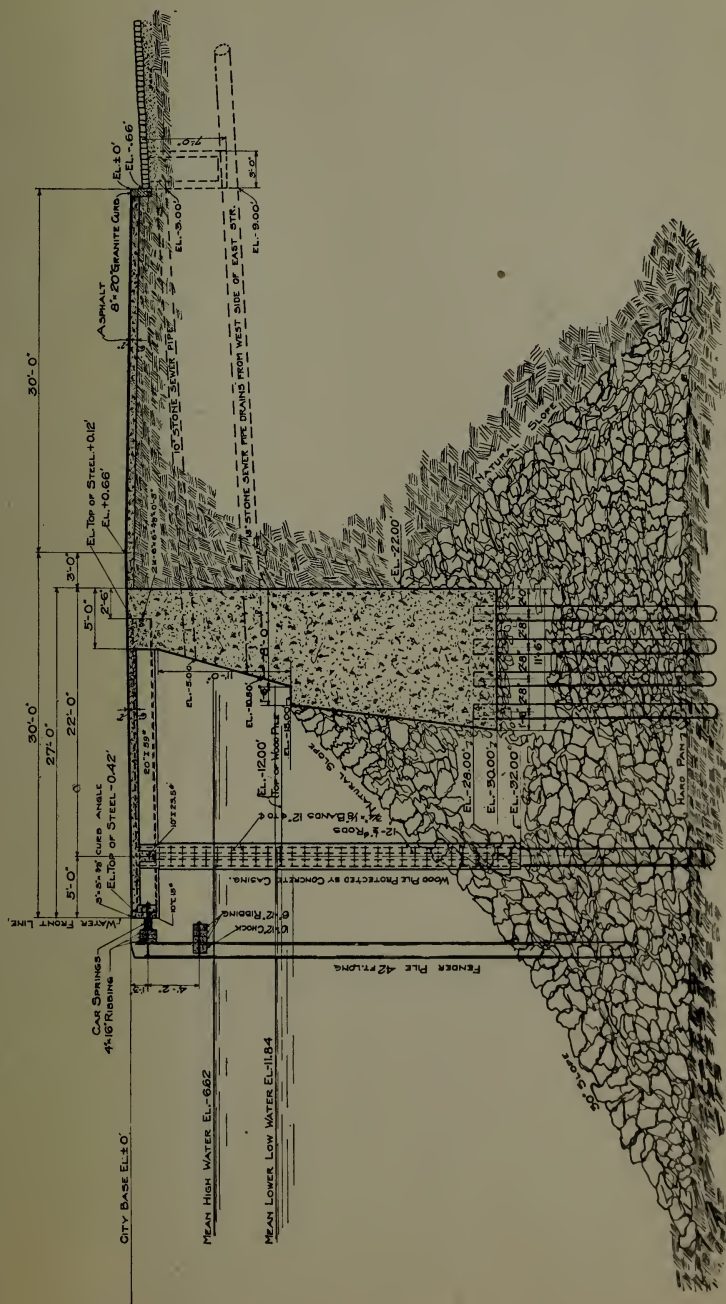
Section 11: 600 feet in length, extending from the southerly end of section 10 at the foot of Main street to the northerly end of section 12, between Brannan and Townsend streets. Work on this section was started February 22, 1909, and completed October 11, 1909.

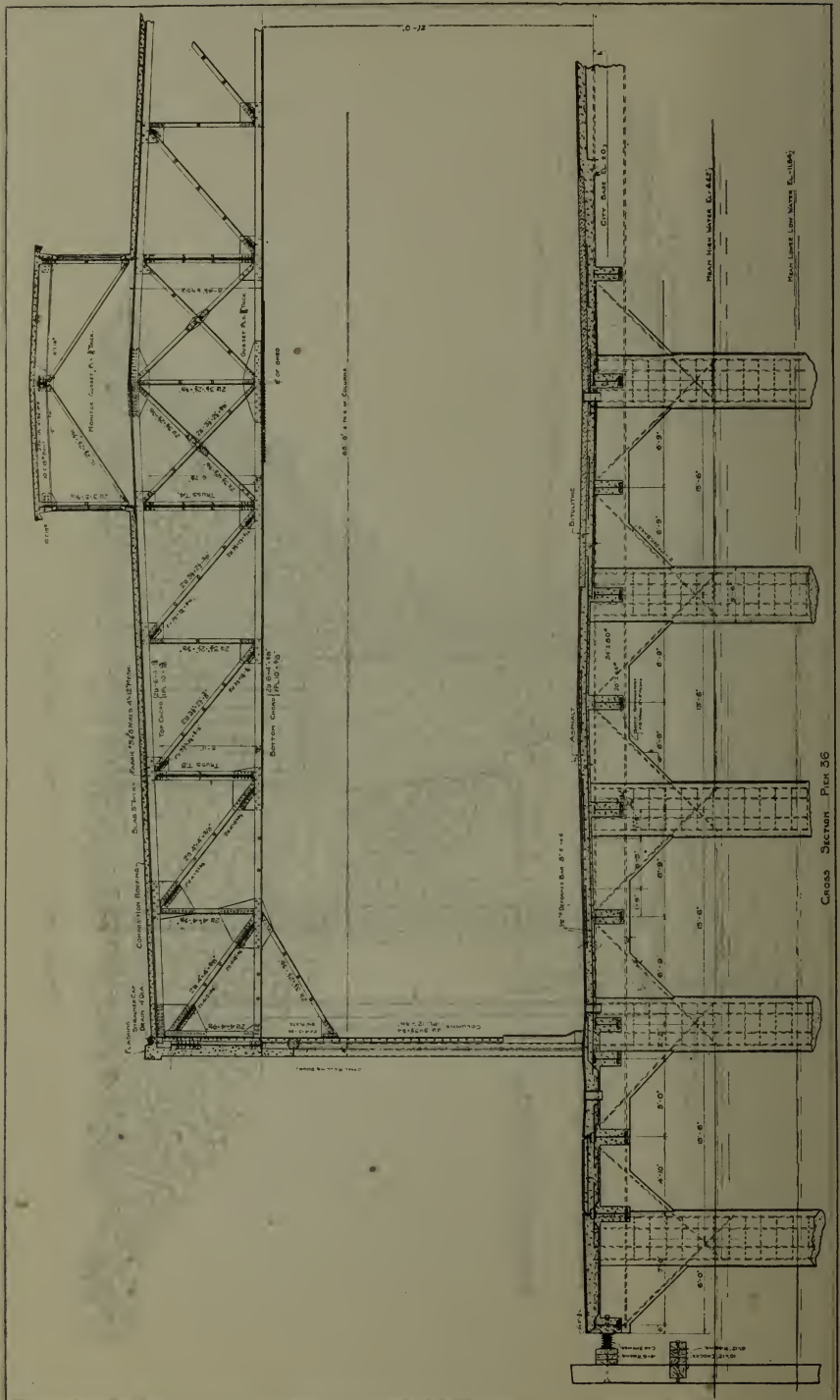
When sections 9 and 10 are completed, which will be within the next four months, the seawall will be continuous from the foot of Harrison street to the intersection of the easterly extended north line of Channel street with the water front line, and there will remain a gap of 1,750 feet, between Harrison and Mission streets, to be built to regain the 100-foot thoroughfare along China Basin.

The design adopted for sections 8, 9, and 10 of the seawall is a departure from that of all previous sections. It consists of a concrete wall, supported on piles, and having a rock embankment below and on both sides of it. The base of the concrete wall is 30 feet below city datum. The space from this point down to soil, which has sufficient carrying capacity to support it, is filled with rock, and the rock is carried up to a point 13 feet below datum on the outside of the wall and 22 feet below datum on the inside of the wall. The concrete wall being supported on piles will not settle, and although there will probably be a slight settlement in the rock embankment, this will in no way affect the usefulness of the wall.

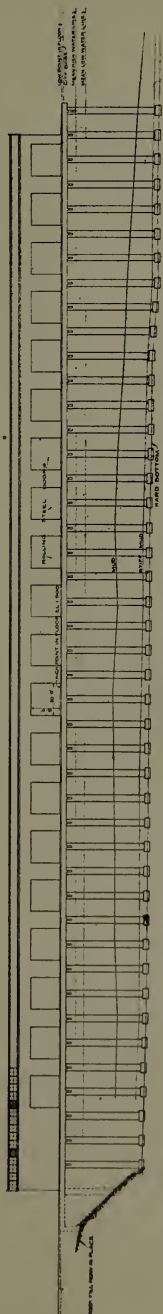
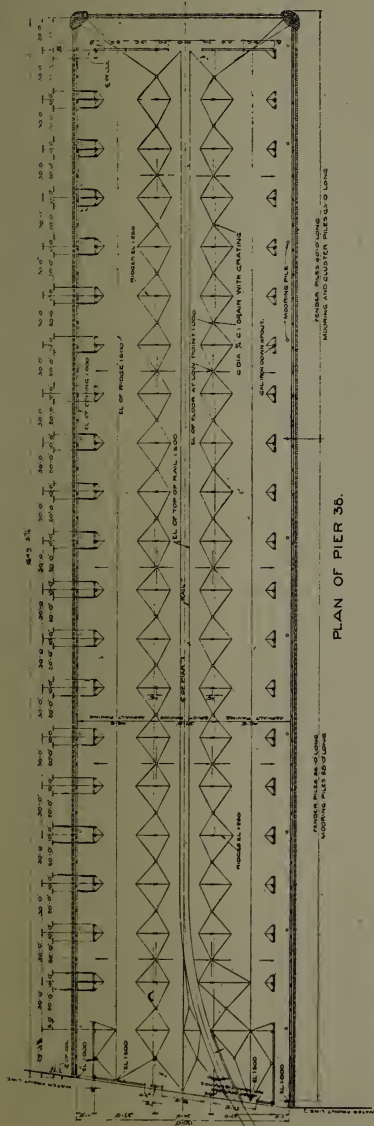
Section 8 is designed to support buildings for additional ferry facilities and to afford a base for additional slips. For this reason no bulk-head wharf was placed upon it. A cross-section of this wall is shown.



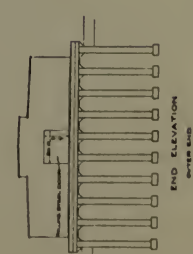
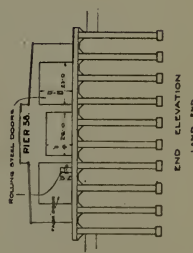
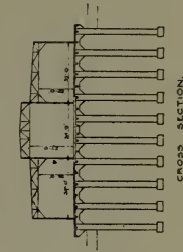




Cross Section Plan 56



PIER 38, REMOVED
SOUTH ELEVATION OF PIER 38.



Sections 9 and 10 are designed to form a base for piers and have bulkhead wharves upon them. The designs for these two sections are identical, and a sketch of section 10 is shown.

Bulkhead wharves.

The recent bulkhead wharf construction has been entirely of concrete and steel. There has been completed during the past two years 2,710 lineal feet of this style of wharf and 1,485 is now being built. All of this work, with the exception of a piece 425 feet long just north of the Ferry building, lies south of Harrison street, and when completed will form a continuous stretch of bulkhead wharf over 3,000 feet in length.

The 425 feet of wharf to the north starts at the Ferry building and extends to the north side of Washington-street pier. It forms an approach to this pier, and on each side of the entrance office buildings have been constructed for the use of the concerns docking vessels there. These buildings are two stories in height. The lower floors provide waiting rooms for passengers, and are equipped with modern lavatories for men and women. The upper floors provide offices for the steamboat companies.

These buildings are of reinforced concrete throughout and are sanitary and fireproof. Whenever bulkheads are to be built to form foundations for permanent buildings of this type, I shall recommend the adoption of concrete.

Concrete bulkhead wharves built in connection with a solid concrete wall, as shown in cross-section on the sketches herewith, have two very decided advantages over wooden wharves. They are absolutely fire-proof and they afford no opportunity for vermin to exist.

Piers.

The following piers have been completed:

Pier 40.

Pier 38.

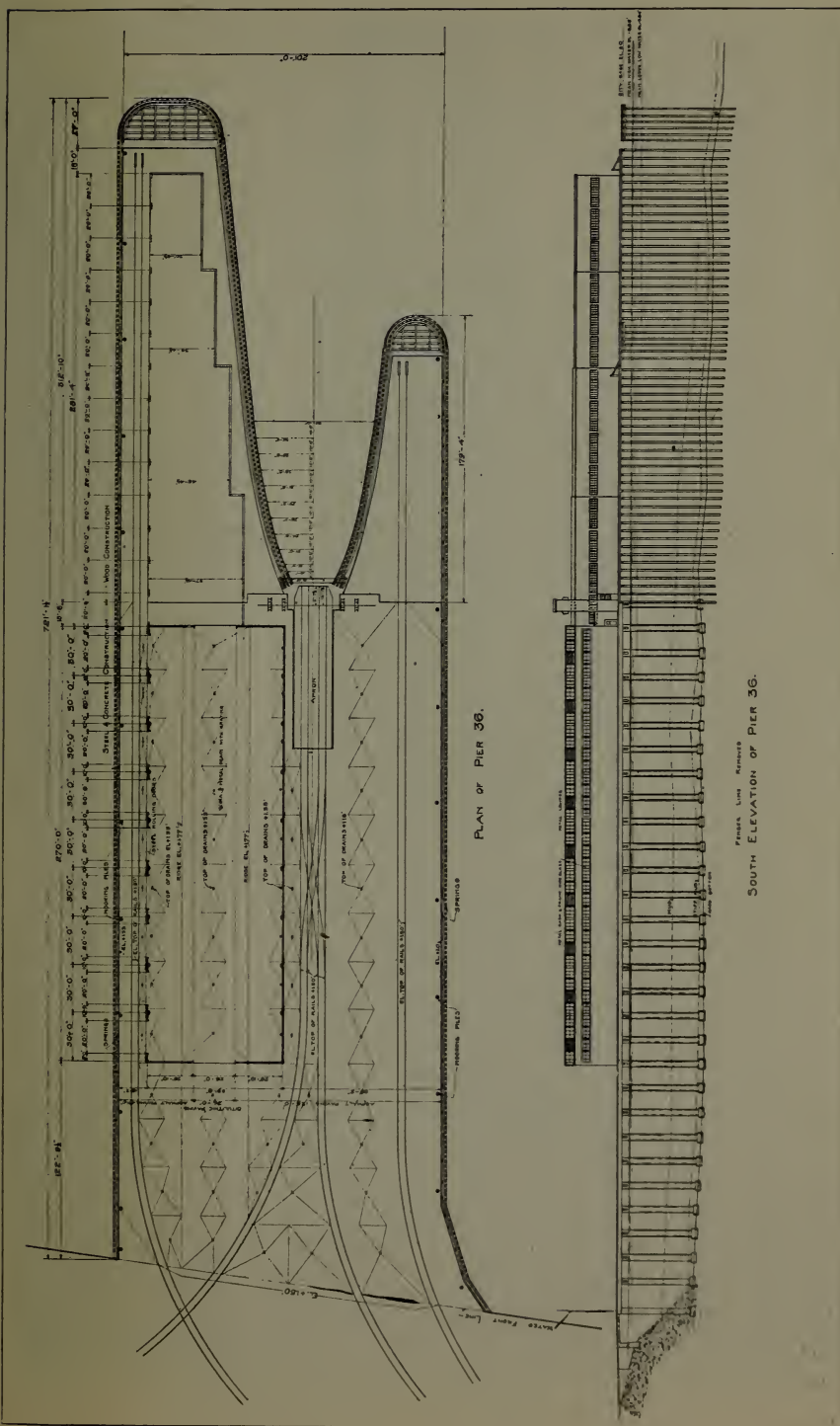
Pier 36.

Pier 34.

Pier No. 54 is in course of construction.

The type of construction adopted for piers 38 and 40 was described in the last report. Sketches showing the floor plans and some details of construction are reproduced herewith.

Pier No. 36 is provided with a ferry slip and apron for the handling of freight cars. The construction of this pier is similar to that of piers No. 38 and No. 40 out to the nose of the ferry slip; from that point on it is of wooden construction. It was built in this way to afford resiliency to absorb the shocks of incoming car floats and ferryboats. On one side of this pier is a shed, and between the shed and the edge of the pier is a railroad track. The other side of the pier is left open and is also provided with a track.



Pier No. 34 is in its general arrangement and dimensions the same as piers No. 38 and No. 40. It differs in its construction. The pier is supported on piles protected by a coating of reinforced concrete applied according to Mr. Howard Holmes' patent. The floor is supported on steel girders which are protected by concrete. The stringers, floor, and shed are of wood.

Pier No. 54 is entirely of reinforced concrete except the shed which is of wood. This pier will have a larger floor area than any other pier in the harbor. It will be provided on one side with a depressed track.

Piers of the type of No. 38 and No. 40 are fireproof, no wood having been used in their construction. It is impossible for rats to get in or out of them when the doors are closed.

The character of the carriers employed in the transportation on the water at the present time is entirely different from those of a few years ago. Then a great deal of carrying was done in sailing vessels of comparatively small tonnage.

These vessels did not have any set schedules for sailing and discharged or received their cargoes in a leisurely way. This sort of procedure did not require piers which would accommodate a huge amount of freight, as it could be hauled away almost as fast as it was discharged. At present, however, the carriers are principally large steam vessels, carrying from 6 to 12 thousand tons of cargo. They run on a fixed schedule and are so expensive to operate that they must lie at the wharf the least possible length of time. Consequently every possible means of hastening the discharge and taking on of cargo is employed. The result is that an enormous amount of freight is piled upon the piers, and they become congested.

The average width of the piers in this harbor to-day is about 100 feet. The largest are 140 feet in width and many are only 80 feet. The latter are what is left of the earlier construction when the huge modern steam vessels were comparative strangers here. The two piers leased to the Pacific Mail Company, No. 42 and No. 44, are 140 feet in width and have a depressed track on one side. These piers were built especially to accommodate the vessels of the Pacific Mail Company, which are the largest coming here at present. Experience shows that these, when one large steamer discharges her cargo on them, are badly congested and it is impossible to utilize the berth on the opposite side of the dock. Therefore, although by building narrow piers more berthing space is created than by building wider ones, practically only one half of this space is available on account of the congestion on the floor. The location of a track on one side of a pier is also a detriment in some respects. In case a train of cars occupy the track it is manifestly impossible to handle a vessel on this side of the pier unless the bulk of the cargo is to



Steel cylinder for concrete pillars of new piers.

go directly into the cars and other cargo can be left in the ship until the cars are removed.

The piers which are contemplated along sections 9 and 10 of the sea-wall are 209 feet in width, having depressed tracks down their center. This will allow of sheds, 80 feet in width if two tracks are provided and 86 feet if one track is provided, on each side of the track and allowing 10 feet between the edge of the pier and the shed.

This will afford floor space sufficient to accommodate a large vessel on each side of the dock. The tracks will be in a position that will not interfere with the loading and discharging and will afford good facilities for the handling of general cargoes, which must be sorted before going into cars. This arrangement would not permit of putting cargo directly into the cars from the ship's tackle, but a system of traveling cranes could be arranged above the roofs of the sheds, which would transfer heavy pieces of freight directly into the cars or on wagons.

I believe that the above arrangement of piers will afford the best facilities for handling general cargo and will be the most economical arrangement in respect to berthing space. However, I believe that there should be provided some places on the water front where tracks are placed directly alongside the piers so that vessels can place their cargo directly into cars or vice versa when the character of the cargo is such that this is feasible.

The space between the piers also must be widened to accommodate the modern type of vessel. Vessels of this type must be handled with rapidity, consequently, while the cargo is being discharged and loaded, fuel must be taken on. This is done by having alongside the vessel coal or oil barges.

The breadth of large vessels is in the neighborhood of 65 feet, and they usually breast off from the pier about 6 feet and occupy a space of from 70 to 80 feet. Barges take up, say, from 30 to 40 feet each. If two vessels are in a slip taking on fuel simultaneously, the vessels and barges will occupy a space approximately 220 feet in width. Therefore, the space in the slip to accommodate all of this traffic should be 250 feet in width. If the space is made 220 feet, there is ample room for two large vessels to dock at the same time, and one at a time they can take on fuel or cargo from barges.

The space allowed between the piers planned for the near future is 220 feet.

Respectfully submitted.

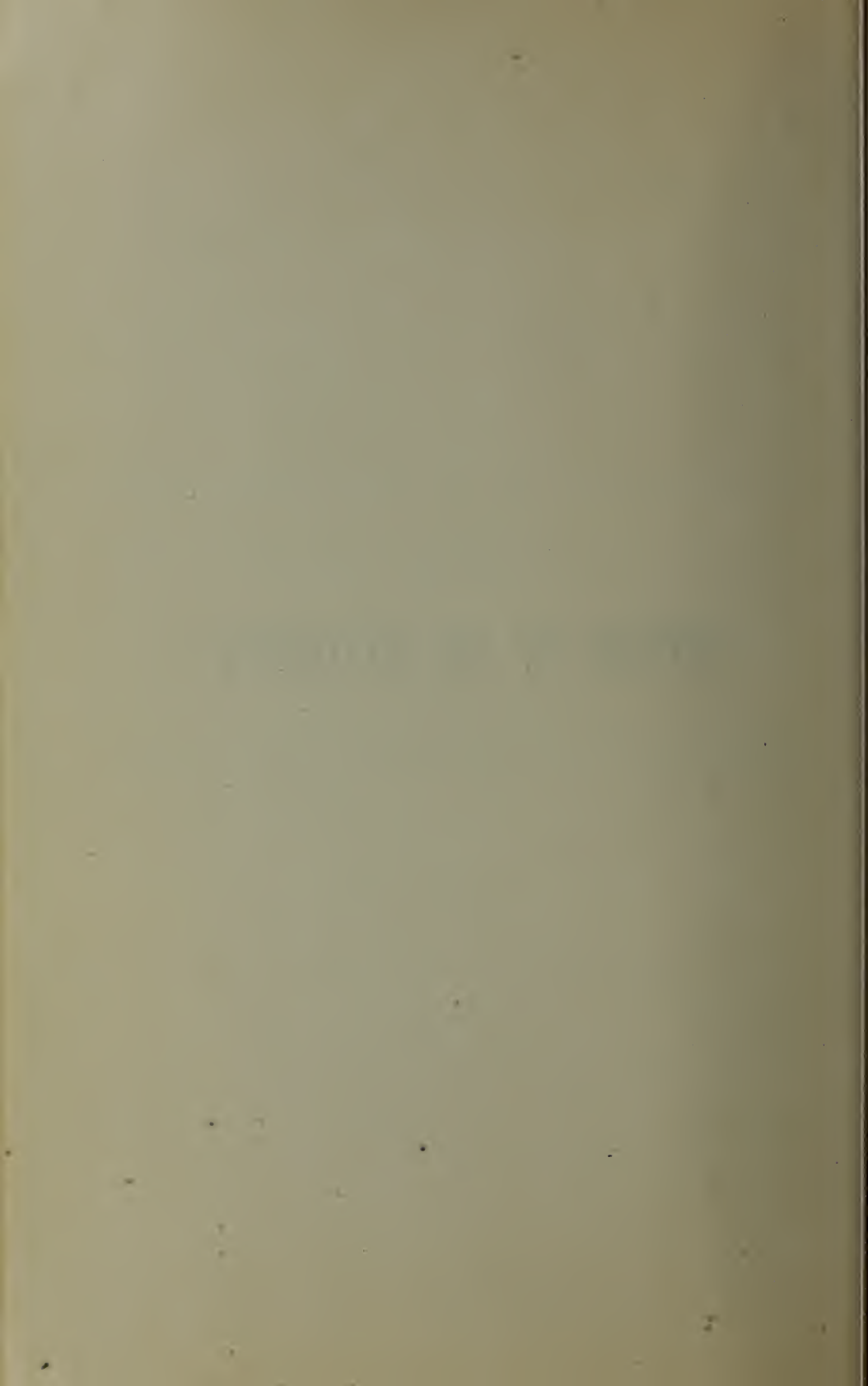
RALPH BARKER,
Assistant State Engineer.



PIER 40, SHOWING TYPE OF REINFORCED CONCRETE SHED.

PART III.

REPORT OF THE ATTORNEY.



REPORT OF THE ATTORNEY.

SAN FRANCISCO, CALIFORNIA, July 1, 1910.

*To the Honorable, the Board of State Harbor Commissioners,
Ferry Building, San Francisco, California.*

GENTLEMEN: I beg leave to submit herewith my report as Attorney for the Board of State Harbor Commissioners for the two years beginning July 1, 1908, and ending June 30, 1910.

As has been my custom heretofore, I have endeavored to attend as many regular and special meetings of the Board as possible in order to keep thoroughly in touch with every detail of the business transacted on the water front, and at the same time to facilitate the consummation of all matters requiring my attention, not only on account of the Board itself, but on account of those dealing with it. Many opinions have been rendered verbally, at the same time opinions on the more important subjects have been given in writing. As is obvious, taking into consideration the great scope of the business transacted, the requests for opinions were many and the subjects extremely varied. As has always been my practice, I have endeavored, with some degree of success, to keep the Board out of litigation. During the past two years the following matters in which the Board was interested have taken up my attention in court:

Southern Pacific vs. All Persons, No. 8408, Superior Court of the City and County of San Francisco. This was an action to quiet title under the McEnerny act. Under the advice of the Attorney General the answer prepared by me and filed was withdrawn upon the ground that no legal authority exists for any one to appear for the Board or for the State.

People of the State of California ex rel. Board of State Harbor Commissioners vs. Gray Bros. Crushed Rock Company and Actna Indemnity Company, Superior Court of the City and County of San Francisco, No. 29731. This action was brought to recover of Gray Bros. Crushed Rock Company, and the surety on its bond, approximately \$30,000, by reason of the fact that said contractor failed to perform a contract for the extension of seawall, thus necessitating the reletting of another contract at an increased cost. This matter is still pending.

M. R. Roberts, vs. Henry J. Crocker et al., No. 29363; *M. R. Roberts vs. Walter E. Dennison et al.*, No. 29690; *M. R. Roberts vs. W. V.*

Stafford, W. H. Davis and Thomas A. Hender, No. 30928, all in the Superior Court of the City and County of San Francisco. These three actions may be grouped together. Damages against the defendant are asked in each case by plaintiff Roberts for \$25,000. The complaint is based upon the alleged willful and fraudulent sale by defendants of certain portable hoppers theretofore operated by said plaintiff. These hoppers were sold in pursuance of provisions of law after the same had been declared by the Board obstructions.

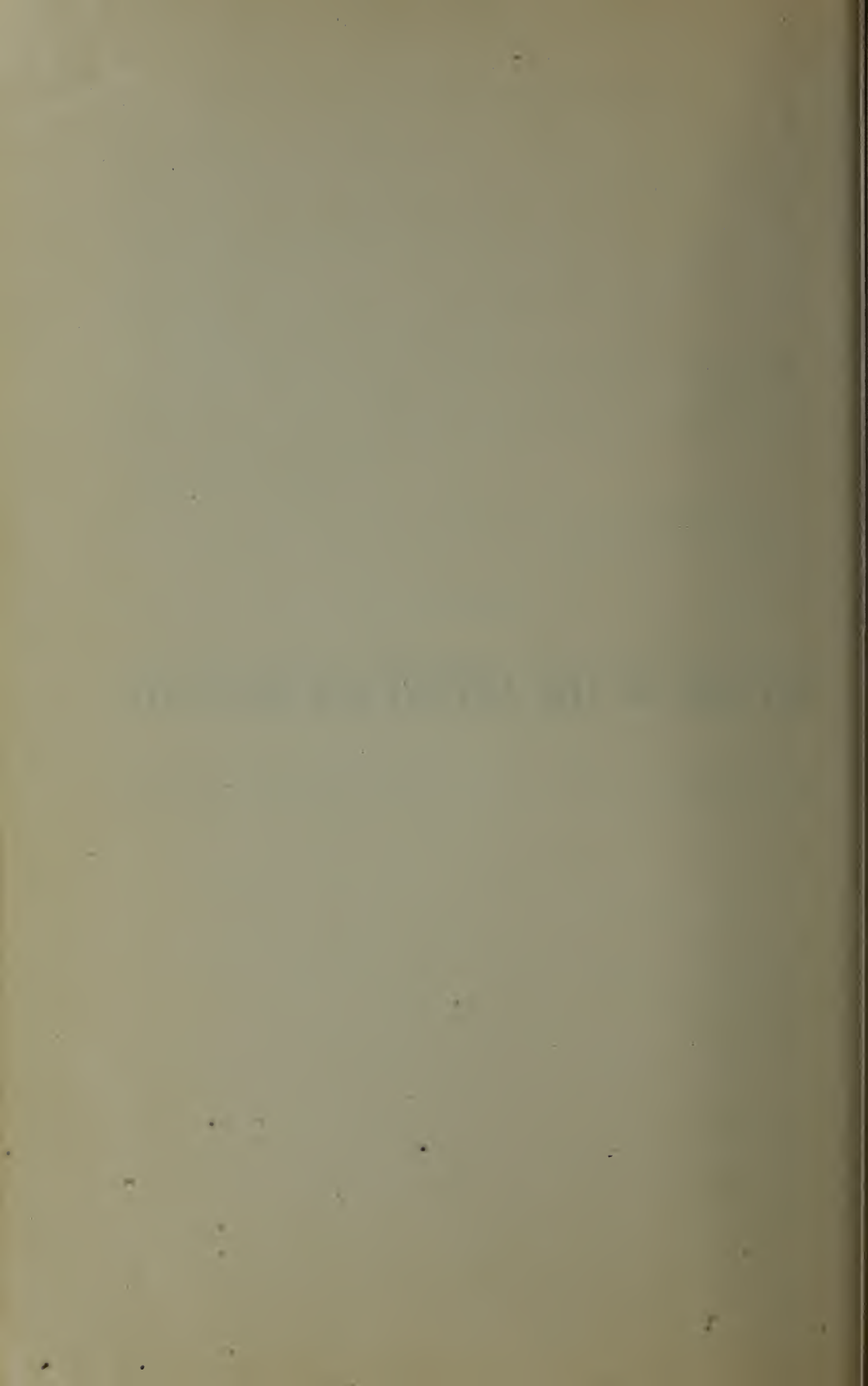
Three actions—*People ex rel. Board of State Harbor Commissioners vs. Southern Pacific Company*; *People ex rel. Board of State Harbor Commissioners vs. City Savings Bank of Santa Cruz*, involving strips of land on the north side of Channel street, between Fifth and Sixth, are still pending and untried.

Respectfully submitted.

W. H. DAVIS,
Attorney for the Board.

PART IV.

REPORT OF THE EXPERT ACCOUNTANT.



REPORT OF THE EXPERT ACCOUNTANT.

SAN FRANCISCO, CALIFORNIA, September 6, 1910.

*To the Honorable Board of State Harbor Commissioners,
San Francisco, California.*

GENTLEMEN: The examination by me of the books and accounts of the department for the quarter ending June 30, 1910, completed my work for the two fiscal years ending on that date, and the accompanying statements give the condition of each account.

CASH ACCOUNT.

On the morning of July 1, 1910, I balanced the cash and bank accounts, finding as follows:

Cash receipts -----	\$136,753 51
Pay rolls, amounts not paid -----	26 75
	<hr/>
	\$136,780 26
Disbursements -----	14 13
	<hr/>
	\$136,766 13

Accounted for as under—

Crocker National Bank deposits, balance -----	\$134,728 03
Coin in safe -----	53 52
Pay rolls, part payment -----	1,635 00
Wells, Fargo & Co., for collection -----	290 68
Petty cash -----	49 90
	<hr/>
	\$136,766 13

SAN FRANCISCO HARBOR IMPROVEMENT FUND.

Cr.

June 30, 1908. Balance in the fund -----	\$62,688 91
June 30, 1910. Total remittances to State Treasurer, 24 months -----	2,998,293 79
Total accrued interest on seawall bonds sold credited to this account -----	2,375 63
Advertising, seawall bonds; returned by State -----	22,937 45
Drafts returned and canceled -----	51 40
	<hr/>
	\$3,086,347 18

Dr.

June 30, 1910. Total sight drafts drawn on State Treasurer, 2 years, to date -----	\$2,220,058 51
Deferred payment drafts paid -----	125,654 16
Monthly transfers to the San Francisco Depot Sinking Fund of \$4,631, 24 months -----	111,114 00

Monthly transfers to San Francisco Seawall Sinking Fund, 24 months -----	\$285,306 71
Paid the State on loan of \$250,000 for account of principal -----	100,000 00
Total interest paid on balance of State loan, at 4% -----	14,000 00
	<hr/> \$2,856,163 38
Balance on hand, June 30, 1910 -----	\$230,183 80
Add old difference -----	04
	<hr/> \$230,183 84

I am favored by A. B. Nye, State Controller, with a statement of the balance of this account on his books.

State Controller's balance, June 30, 1910 -----	\$83,657 69
Add June receipts remitted in July -----	149,621 75
	<hr/> \$233,279 44
Less drafts not presented -----	3,095 60
	<hr/> \$230,183 84

Only the monthly transfers of interest and installments of principal appearing on the books of this department, I am indebted to State Treasurer W. R. Williams for statements of the condition of the two following funds, of which I give hereunder a synopsis:

SAN FRANCISCO DEPOT SINKING FUND.

Being provision for the payment of \$600,000 bonds, expended for the erection of the ferry depot building, redeemable January 2, 1912.

Cr.

June 30, 1908. By total transfers from San Francisco Harbor Improvement Fund for account of principal and interest -----	\$820,735 00
June 30, 1908. By total interest on United States bonds----	129,150 00
June 30, 1908. By United States bonds matured -----	70,000 00
June 30, 1910. By total transfers for principal and interest, 24 months, at \$4,631 -----	111,144 00
June 30, 1910. By total interest on United States bonds ---	39,450 00
	<hr/> \$1,170,479 00

Dr.

June 30, 1908. To total principal and interest paid to date -----	\$747,144 63
June 30, 1908. To total invested in United States bonds -----	199,500 00
June 30, 1908. To premiums on bonds and expense of purchase -----	57,923 10
July 3, 1908. To U. S. 1925 4% bonds purchased -----	5,500 00
July 3, 1908. To premium on same, at \$1.20¾ -----	1,141 25
Oct. 21, 1908. To U. S. 1925 4% bonds purchased -----	14,000 00
Oct. 21, 1908. To premium on same at \$1.21½ -----	3,027 50
May 19, 1909. To U. S. 1918 3% bonds purchased -----	29,000 00

May 19, 1909. To premium on same, at \$1.02 3-16 -----	\$634 37
May 19, 1909. To brokerage and accrued inter- est -----	96 97
June 30, 1910. To total interest on \$600,000 bonds, 24 months at 4% -----	48,000 00
	<hr/> \$1,105,967 82
Balance not invested -----	\$64,511 18
On hand:	
June 30, 1908. United States bonds, 1925, 4% face value----	\$464,500 00
Since purchased: United States bonds, 1925, 4% face value--	19,500 00
United States bonds, 1918, 3% face value--	29,000 00
June 30, 1910. Cash on hand, not invested -----	64,511 18
	<hr/> \$577,511 18

On the day of redemption, January 2, 1912, the fund will stand about as follows:

July 1, 1910, to December 31, 1911, 18 monthly transfers at \$4,631 -----	\$83,358 00
July 1, 1910, to December 31, 1911, interest on 4% bonds, 18 months -----	29,040 00
July 1, 1910, to December 31, 1911, interest on 3% bonds, 18 months -----	1,305 00
July 1, 1910, to December 31, 1911, estimated premiums on \$484,000 U. S. bonds at 15%-----	72,600 00
	<hr/> \$763,814 18
Less interest on \$600,000, 18 months at 4%-----	36,000 00
	<hr/> \$727,814 18
Amount of bonds sold -----	600,000 00
	<hr/> \$127,814 18
Estimated surplus on January 2, 1912-----	\$127,814 18

The only uncertainty is in the value of United States bonds on that date.

SAN FRANCISCO SEAWALL SINKING FUND.

Cr.

June 30, 1908. By cash balance not invested -----	\$5,569 71
June 30, 1908 to June 30, 1910. By total interest on invest- ments -----	8,780 27
June 30, 1910. By total monthly installments of principal and interest, 2 years -----	285,306 71

Dr.

	<hr/> \$299,656 69
July 3, 1908. To purchase San Diego city mu- nicipal 4½% bonds -----	\$2,000 00
Dec. 5, 1908. To purchase San Diego city mu- nicipal 4½% bonds -----	17,000 00
May 7, 1909. To purchase San Diego city mu- nicipal 4½% bonds -----	35,000 00
Aug. 26, 1909. To city and county of San Fran- cisco 3½% bonds, par value \$25,000 -----	24,492 50
Sept. 3, 1909. To city of Los Angeles water works 3¾% bonds -----	15,000 00
Feb. 1, 1910. To city of Los Angeles water works 4½% bonds -----	17,000 00

March 7, 1910. To city of Los Angeles water works 4½% bonds -----	\$13,000 00
April 14, 1910. To city of Los Angeles water works 4½% bonds -----	14,000 00
Nov. 26, 1909. To county of San Diego highway bonds 4½% -----	6,000 00
Jan. 6, 1910. To city of Monterey municipal 5% bonds -----	7,500 00
Jan. 6, 1910. To city of Long Beach municipal harbor improvement 4½% bonds -----	12,250 00
Jan. 19, 1910. To city of Hollywood municipal 4½% bonds -----	5,000 00
April 12, 1910. To city of Piedmont municipal improvement 5% bonds -----	6,150 00
June 30, 1910. To total accrued interest paid on bonds -----	1,726 15
June 30, 1910. To total premiums paid -----	3,207 94
June 30, 1910. Total interest on bonds floated 24 months -----	80,000 00
	<hr/>
	\$259,326 59
Balance on hand not invested -----	\$40,330 10

Investments up to June 30, 1910.

Face value of California cities bonds bearing 4½% interest -----	\$151,250 00
Face value of California cities bonds bearing 5% interest -----	13,650 00
Face value of California cities bonds bearing 3¾% interest -----	15,000 00
Face value of California cities bonds bearing 3½% interest -----	25,000 00
	<hr/>
	\$204,900 00

Bonds floated under act of legislature redeemable by lot December 31, 1914, up to January 2, 1924, \$2,000,000.00.

SAN FRANCISCO SEAWALL FUND, JUNE 30, 1910.

Cr.

June 30, 1910. By balance on hand -----	\$160,532 71
July 2, 1908. By bonds sold -----	500,000 00
Jan. 6, 1909. By bonds sold -----	500,000 00
Jan. 6, 1909. By premium -----	5,025 00
July 2, 1909. By bonds sold -----	500,000 00
Jan. 3, 1910. By bonds sold -----	250,000 00

Dr.

	\$1,915,557 71
July 1, 1908, to June 30, 1910. Total drafts drawn -----	\$1,606,583 02
	<hr/>
	\$308,974 69
Add premium on bonds sold July 2, 1909, reported by Treasurer under date of September 2, 1910 -----	3,025 00
	<hr/>
	\$311,999 69
June 30, 1910. State Controller's balance -----	\$372,682 19
Less draft No. 228, not presented -----	60,682 50
	<hr/>
	\$311,999 69

N. B.—For the accrued interest on bonds sold \$2,375.63 *vide* San Francisco Harbor Improvement Fund.

Remarks.

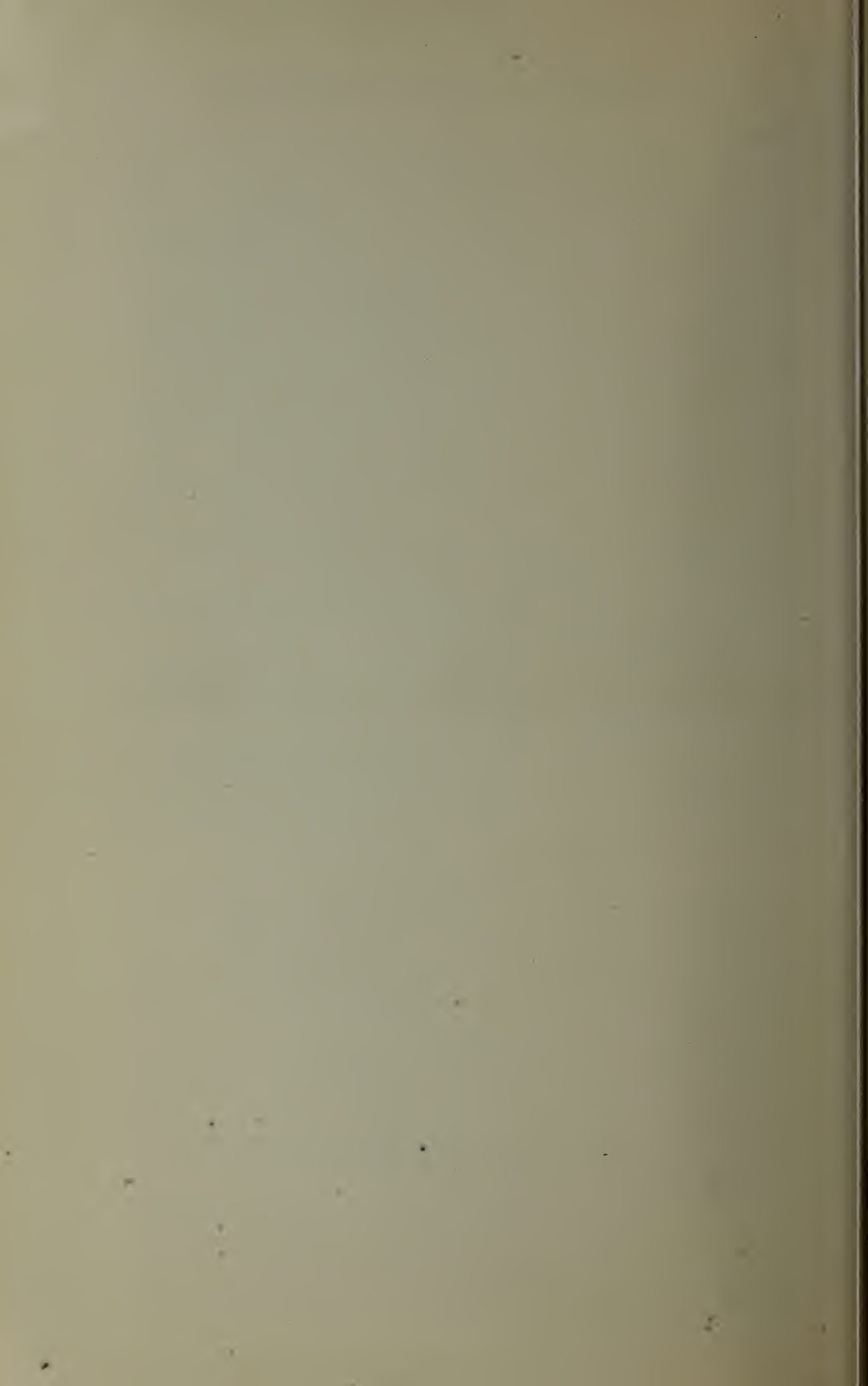
A comparison of the workings of the Seawall Sinking Fund, created under a judiciously worded act of the legislature, with that under which the Depot Sinking Fund has been running is something remarkable. The former has all the features that business acumen could suggest for reasonable protection of the issuers; the latter evinces an utter lack of such quality, as by it the door is barred against any attempt to use the accumulation of the funds for the best interests of the State. Making it imperative that the money shall be invested in United States bonds (always at a high premium) is one great source of loss. Another is that no part of the bonds can be taken up until the time of maturity, January 2, 1912. Of my own personal knowledge there have been parties that offered to sell these bonds at a discount.

By reference to my statement of the San Francisco Depot Sinking Fund you will find my computation of the probable condition of the fund on the date that the bonds mature. In view of the fact that the bonded indebtedness, \$600,000.00, being now covered by the securities and cash on hand, I would suggest that an attempt be made to get an act through the legislature under which all or any part of the bonds offered for redemption may be taken up.

The financial statements embodied in other parts of this biennial report have been checked by me and are in strict accord with the books.

Respectfully submitted.

JULIAN B. HARRIES,
Certified Public Accountant.



PART V.

REPORT OF SUPERINTENDENT OF BELT RAILROAD.



State Tug Governor Irwin and New Engine of Belt Railroad.

REPORT OF THE SUPERINTENDENT OF THE BELT RAILROAD.

SAN FRANCISCO, CALIFORNIA, September 1, 1910.

To the Honorable, the Board of State Harbor Commissioners, Union Depot and Ferry House, San Francisco.

GENTLEMEN: I herewith submit biennial report of the operations of the Belt Railroad for the fiscal years beginning July 1, 1908, and ending June 30, 1910.

Operation.

At the date of the last biennial report considerable work was under way increasing the weight of rail and constructing a heavier roadbed for increased traffic and heavier equipment. Shortly after the date of the report this work was completed and all of the Belt Railroad on East street north of the Ferry building is now constructed along the most modern lines, heavy 9-inch girder rail replacing the light tee rail.

For the past two years we have continuously operated three crews on the road, and during the busy season of the year have had four crews at work. At the present time we have six crews, four north of Market street and two south of Market street.

Maintenance.

Owing to the improved roadbed very little maintenance has been necessary on our tracks. Turnouts and crossings have been subject to occasional repairs and re-alignment made necessary by the increased weight of equipment. I venture the assertion, however, that our track maintenance charges have been reduced by 50 per cent on account of the rebuilding of the tracks.

The rolling equipment, consisting of three locomotives and two flat cars, is in excellent shape. The locomotives have been operated continuously for the past two years with but little rest, and aside from the natural deterioration due to service, show no signs of hard usage or abuse. They have, from time to time, been sent to the Southern Pacific Company's roundhouse for general overhauling and such repairs as were too heavy to be made with our machinery.

Under this heading it is appropriate to mention the rebuilding of what were known as the Northwestern Pacific and Santa Fe yards. These yards were built on seawall lots which were relinquished by the companies renting them. The yards were rebuilt by the Belt Railroad, and the same are now being used for storage and team tracks.

Construction.

Early in 1910 construction was commenced on the Belt Railroad south of Market street, beginning at a point near the foot of Spear street and running southerly along East street to the vicinity of the Pacific Mail docks (piers 42 and 44). The fact that all of the docks in this neighborhood, viz.: 44, 42, 40, 38, 36, and 34, are equipped with rail connections with the Belt Railroad adds to their efficiency, inasmuch as it permits of ship and car being brought together. Pier No. 36 is built with a car ferry slip on the outer end, and is now giving service to all of the railroads for the exchange of cars, the Belt Railroad doing the switching at the established rate. The future for this section of the road looks exceedingly bright, my only fear being that we will be unable to keep pace with the growth of business. I firmly believe that before the end of the current year arrangements will have to be made for more trackage to accommodate the increase of traffic which will come to this part of the water front.

Another important piece of construction completed during the early part of 1910 was the laying of a track along the grain sheds. This track is of great benefit to grain shippers, as it enables them to load cars with expediency, whereas formerly they were compelled to make a team haul.

Receipts and cars handled.

The receipts of the Belt Railroad for the fiscal year beginning July 1, 1908, and ending June 30, 1909, amounted to \$131,116.00, and for the fiscal year beginning July 1, 1909, and ending June 30, 1910, amounted to \$132,228.00 (including \$775 due and not collected on June 30, 1910), an increase over the previous year of \$1,112.00. The total amount received for the biennial term amounted to \$263,344.00 as against \$203,536.00 for the preceding term, an increase of \$59,808.00, or 24.47 per cent.

Below I give you a statement of the number of cars handled, by months, for the biennial term. The column denoted as "Extra Switching," means internal and cash switching.

Month.	Cars received.	Cars delivered.	Extra switching.	Total.
July, 1908 -----	2,456	2,050	106	4,612
August, 1908 -----	2,755	2,123	120	4,998
September, 1908 -----	3,011	2,543	113	5,667
October, 1908 -----	3,243	2,849	106	6,198
November, 1908 -----	2,382	2,074	121	4,577
December, 1908 -----	2,072	1,721	102	3,895
January, 1909 -----	1,619	1,216	82	2,917
February, 1909 -----	1,592	1,304	128	3,024
March, 1909 -----	2,018	1,710	145	3,873
April, 1909 -----	1,941	1,746	69	3,756
May, 1909 -----	2,283	1,706	43	4,032
June, 1909 -----	2,105	1,850	65	4,020
Totals -----	27,477	22,892	1,200	51,569

Month.	Cars received.	Cars delivered.	Extra switching.	Total.
July, 1909 -----	2,419	1,862	52	4,333
August, 1909 -----	2,799	2,132	84	5,015
September, 1909 -----	3,316	2,317	121	5,754
October, 1909 -----	3,674	2,539	151	6,364
November, 1909 -----	2,747	2,126	137	5,010
December, 1909 -----	2,077	1,666	107	3,850
January, 1910 -----	1,753	1,552	66	3,371
February, 1910 -----	1,689	1,465	49	3,203
March, 1910 -----	2,058	1,793	57	3,908
April, 1910 -----	2,050	1,742	32	3,824
May, 1910 -----	2,262	1,744	4	4,010
June, 1910 -----	2,301	1,951	12	4,264
Totals -----	29,145	22,889	872	52,906
Grand total -----				104,475

Accidents and casualties.

I am glad to be able to report that there were very few accidents on the Belt Railroad, the most serious occurring on December 17, 1909, when Harry Johnson, a car repairer in the employ of the Southern Pacific Company, was killed. In some unknown manner the man got under the wheels of a moving train and was instantly killed.

The most serious accident to equipment occurred on July 14, 1908, when tank car S. P. 52208 left the track on the Hyde street grade and rolled down the embankment, badly damaging the trucks and brake rigging. The cause of the accident was due to the top-heaviness of the car.

During the past two years there have been five collisions between the street cars of the United Railroads and the equipment of the Belt Railroad. Bills to the amount of \$1,669.95 were presented to the Board by the United Railroads to cover the damages sustained to their cars. The bills were rejected, as investigation showed that the damage was the result of negligence on the part of the street car crews in failing to flag the crossings.

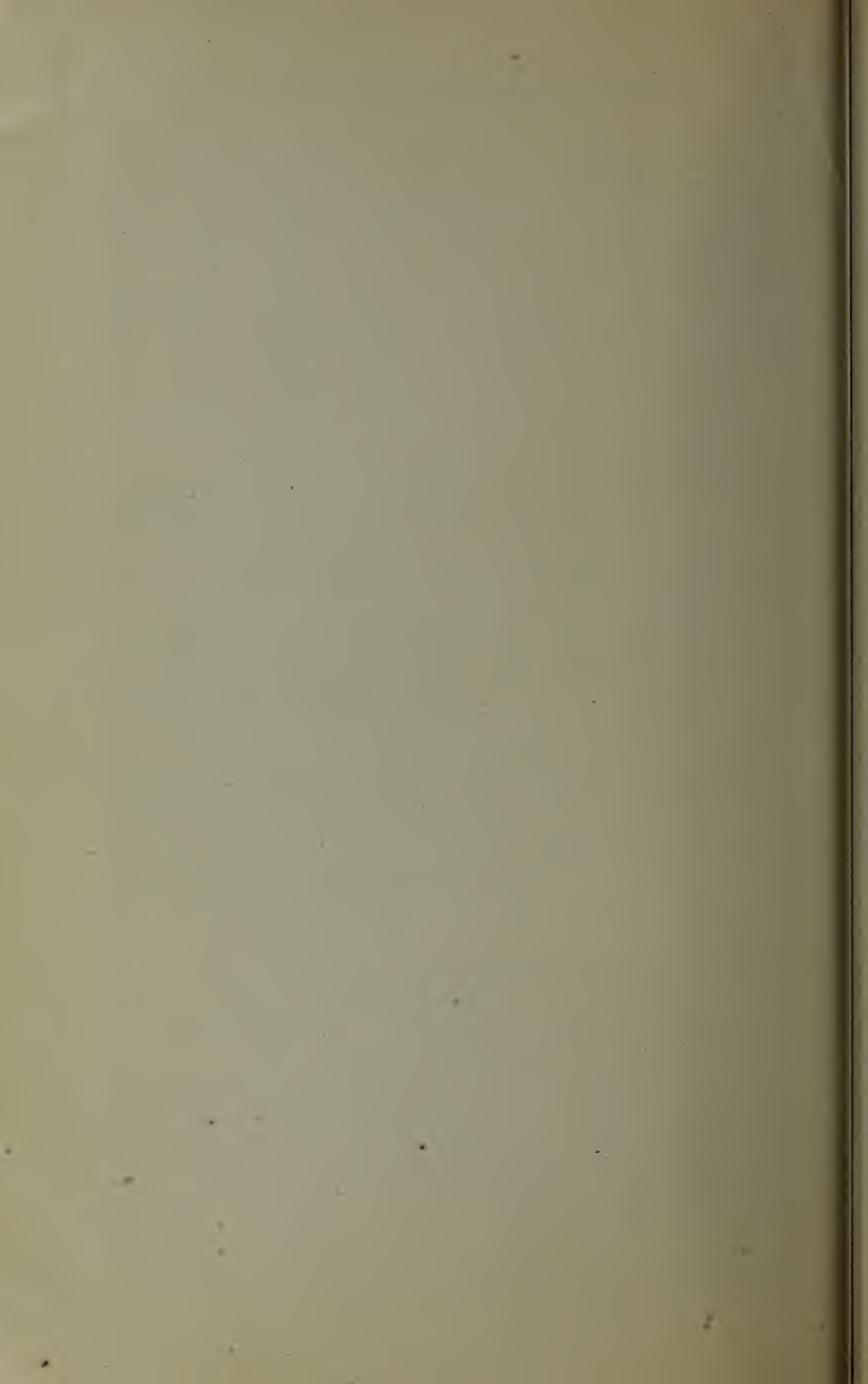
Recommendations and general notes.

I desire to recommend that the Board purchase, as soon as possible, a 50-ton locomotive and a 50-ton traveling crane. Too much stress can not be laid upon the necessity of these improvements.

The fact that there have been so very few accidents to equipment on the Belt Railroad has been a matter of comment among railroad officials representing the transcontinental lines in San Francisco. For this efficiency and degree of carefulness I must thank my staff, for without their hearty coöperation such results would have been impossible.

Respectfully submitted.

J. H. BURNHAM,
Superintendent.



PART VI.

FINANCIAL STATISTICS.

FINANCIAL STATISTICS.

Summary of Receipts for the two fiscal years from July 1, 1908, to June 30, 1910.

SOURCE.	1908-09.	1909-10.	Total.
Dockage	\$199,532 35	\$209,788 20	\$409,320 55
Tolls	316,253 89	343,307 39	659,561 28
Wharfage	9,659 90	7,184 73	16,844 63
Rents	674,852 95	917,882 58	1,592,735 53
Miscellaneous:			
Belt Railroad revenue	131,116 00	131,453 00	262,569 00
Sale of old lumber and material	1,957 73	2,143 27	4,101 00
Wharf damages, sales, etc.	7,810 89	3,829 67	11,640 56
Fire loss collected	139 67		139 67
Electric lighting, power, etc.	1,055 87	832 02	1,887 89
Unclaimed wages	71 00		71 00
Western Fuel Co. and others (half cost of wharf)	5,409 17		5,409 17
Pile driving	1,416 00	856 00	2,272 00
Sale of dredger	5,000 00		5,000 00
Free Market	298 16		298 16
Southern Pacific Co. (dredging Channel st.)	12,615 00	8,750 00	21,365 00
Pope & Talbot (paving Second street)		4,550 41	4,550 41
Santa Fe R. R. Co. (damage to barge)		800 00	800 00
Hind, Rolph & Co. (dredging)	660 00		660 00
Home Telephone Co. (paving Francisco st.)		1,560 72	1,560 72
Drafts returned and canceled	51 40		51 40
San Francisco Board of Public Works (Harrison-street Wharf fireboat)		2,461 20	2,461 20
Western Pacific Railroad (sale of rails)		925 70	925 70
Sundry collections		964 30	964 30
Total	\$1,367,239 98	\$1,637,949 19	\$3,005,189 17
Proceeds of sale of seawall bonds			1,755,025 00
Interest on seawall bonds			2,375 63
Balance in Harbor Improvement Fund, June 30, 1908			62,688 91
Balance in San Francisco Seawall Fund, June 30, 1908			160,532 71
Special appropriation by legislature (act approved April 14, 1909) for advertising seawall bonds			22,937 45
Grand total			\$5,008,748 87

Disbursements from July 1, 1908, to June 30, 1910.

	1908-09.	1909-10.	Total.
<i>Administration account:</i>			
Salaries of Commissioners	\$9,600 00	\$9,600 00	\$19,200 00
Salaries of Chief Engineer and assistants...	2,400 00	2,400 00	4,800 00
Salaries of Chief Wharfinger and assistants	7,858 55	8,463 30	16,321 85
Salary of Attorney	2,400 00	2,400 00	4,800 00
Salaries of watchmen	6,620 00	6,755 35	13,375 35
<i>Collection of revenue:</i>			
Salaries of secretaries and clerks	14,825 00	15,625 00	30,450 00
Salaries of wharfingers	24,800 00	28,790 30	53,590 30
Salaries of collectors	16,208 10	18,875 00	35,083 10
Expense account	24,849 32	43,822 83	68,672 15
Urgent repairs	6,632 49	211 49	6,843 98
Repairs (contract)	102,137 07	91,329 53	193,466 60
General repairs	201,241 10	305,250 95	506,492 05
Pile driving	24,214 06	7,099 41	31,313 47
Cleaning wharves, bulkheads, etc.	34,315 19	34,989 56	69,304 75
Wharf offices and furniture	1,866 22	673 49	2,539 71
Legal expenses	279 85	295 00	574 85
Fire account	2,998 55	2,522 65	5,521 20
Dredger No. 1	1,440 00	321 58	1,761 58
Dredger No. 2	17,180 83	16,666 50	33,847 33
Dredger No. 3	41,118 14	48,273 74	89,391 88
Tug "Governor Markham"	31,460 70	22,137 78	53,598 48
Tug "Governor Irwin"	25,914 86	24,415 40	50,330 26
Launch "J. N. Gillett, Jr."	1,954 80	2,358 77	4,313 57
Construction account	120,330 42	385,656 85	505,987 27
Seawall account	457,550 20	1,149,032 82	1,606,583 02
Dockage refunded	418 67	232 20	650 87
Tolls refunded	703 89	298 97	1,002 86
Wharfage refunded	119 20	55 10	174 30
Rent refunded	327 00	448 05	775 05
Wharfage damages, sales, etc.	1,133 64	1,301 00	2,434 64
Belt Railroad construction		44,422 87	44,422 87
Belt Railroad maintenance	50,096 88	47,871 98	97,968 86
Belt Railroad operation	33,514 71	40,463 53	73,978 24
Electric lighting and supplies	34,362 69	32,548 34	66,911 03
Union Depot and Ferry House, slips, and Postoffice building	37,107 45	42,209 14	79,316 59
Dredging (Channel street)	15,328 12	19,421 88	34,750 00
Advertising seawall bonds	\$1,353,307 70	\$2,457,240 36	\$3,810,548 06
Part payment and interest on \$250,000 loan...	22,937 45		22,937 45
Deferred payment drafts paid	58,000 00	56,000 00	114,000 00
Transfers to San Francisco Seawall Sinking Fund	66,978 78	58,675 38	125,654 16
Transfers to San Francisco Depot Sinking Fund	94,145 74	191,160 97	285,306 71
	55,572 00	55,572 00	111,144 00
Balance, June 30, 1910, Harbor Improvement Fund	\$1,650,941 67	\$2,818,648 71	\$4,469,590 38
Balance, June 30, 1910, San Francisco Seawall Fund			230,183 80
			308,974 69
			\$5,008,748 87

**Summary of Receipts and Disbursements, by months, for the two fiscal years
ending June 30, 1910.**

Year.	Month.	Receipts.		Disbursements.
1908	July	\$87,758 83	-----	\$77,508 85
	August	94,345 50	-----	60,216 38
	September	108,547 99	-----	56,538 06
	October	98,253 77	-----	78,799 68
	November	104,077 84	-----	125,303 45
	December	154,544 92	-----	190,845 08
1909	January	88,574 76	-----	118,536 17
	February	83,743 18	-----	149,538 18
	March	259,762 00	-----	96,378 11
	April	93,163 25	-----	172,596 71
	May	87,758 48	-----	147,365 36
	June	106,709 46	-----	102,619 12
	Totals for 1908-09	\$1,367,239 98	-----	\$1,376,245 15
1909	July	\$81,048 50	-----	\$292,330 90
	August	123,077 49	-----	217,676 01
	September	219,576 38	-----	301,091 57
	October	112,304 98	-----	195,749 91
	November	378,563 50	-----	84,154 02
	December	98,018 14	-----	172,784 91
1910	January	94,090 86	-----	125,501 23
	February	87,346 69	-----	175,654 96
	March	96,965 25	-----	254,320 61
	April	97,335 37	-----	233,379 41
	May	99,984 07	-----	167,539 48
	June	149,635 98	-----	217,057 35
	Totals for 1909-10	\$1,637,949 19	-----	\$2,457,240 36
	Totals for two years	\$3,005,189 17	-----	\$3,833,485 51
	Seawall bonds	1,755,025 00	Transfers to S. F. Seawall Fund	285,306 71
	Interest on seawall bonds	2,375 63	Transfers to S. F. Depot Fund	111,144 00
	Balance in treasury, June 30, 1908	62,688 91	Part payment of loan from General Fund	114,000 00
	Balance in San Francisco Seawall Fund, June 30, 1908	160,532 71	Deferred payment drafts	125,654 16
	Special appropriation by legislature (act approved April 14, 1909)	22,937 45	Balance in S. F. Harbor Improvement Fund, June 30, 1910	230,183 80
			Balance in S. F. Seawall Fund, June 30, 1910	308,974 69
		\$5,008,748 87		\$5,008,748 87

Summary of Revenue, by months, for the two fiscal years from July 1, 1908, to June 30, 1910.

Months.		Dockage.	Tolls.	Wharfage.	Rents.	Miscellaneous.	Total.
1908—	July	\$14,796 05	\$24,695 32	\$578 10	\$37,472 50	\$10,216 86	\$87,758 83
	August	14,636 50	24,285 11	605 25	42,336 95	12,481 69	94,345 50
	September	19,159 75	26,535 94	583 40	36,604 30	25,664 60	108,547 99
	October	16,906 10	28,894 17	1,017 55	35,769 70	15,666 25	98,253 77
	November	17,056 34	31,205 63	1,121 00	36,684 20	18,010 67	104,077 84
	December	17,864 45	28,281 19	862 15	94,238 70	13,278 43	154,544 92
	1909—January	17,006 76	24,348 92	873 70	35,747 50	10,597 88	88,574 76
	February	16,453 35	23,474 84	801 05	34,673 35	8,340 59	83,743 18
	March	17,668 50	23,362 91	968 60	206,684 30	11,077 69	259,762 00
	April	17,879 00	27,732 49	782 45	35,682 45	11,086 86	93,163 25
	May	14,408 50	26,933 56	665 50	35,873 45	9,857 47	87,758 48
	June	15,697 05	26,483 81	801 15	43,065 55	20,461 90	106,709 46
Totals, 1908-1909		\$108,532 35	\$316,253 89	\$9,659 90	\$674,852 95	\$168,940 89	\$1,367,239 98
1909—	July	\$5,180 90	\$27,523 03	\$632 93	\$40,581 90	\$7,129 74	\$81,048 50
	August	25,674 90	29,024 30	444 00	48,008 20	19,928 07	123,079 47
	September	19,088 25	25,858 14	459 50	156,602 05	16,878 44	219,576 38
	October	18,536 75	32,832 49	541 20	38,989 05	21,385 49	112,304 98
	November	19,950 55	33,311 22	495 55	301,637 45	23,168 73	378,563 50
	December	16,134 10	32,335 39	856 55	38,842 15	9,849 85	98,018 14
	1910—January	17,861 65	28,114 34	621 65	37,836 15	9,657 07	94,090 86
	February	16,387 25	24,475 58	696 75	37,475 55	8,407 16	87,346 69
	March	19,419 40	23,751 14	685 70	44,132 72	8,965 24	96,965 25
	April	17,781 10	29,715 99	685 70	37,488 10	11,664 48	97,335 37
	May	17,716 15	29,177 36	637 20	40,305 60	12,147 76	99,984 07
	June	15,457 20	27,168 41	512 55	95,893 56	10,604 26	149,635 98
Totals, 1909-1910		\$209,788 20	\$343,307 39	\$7,184 73	\$917,882 58	\$159,786 29	\$1,637,949 19
Totals, 1908-1910		\$409,320 55	\$659,561 28	\$16,844 63	\$1,592,735 53	\$326,727 18	\$3,005,189 17

Center-street Wharf	12,773 45	16,609 29	3,046 30		32,429 04
Santa Fe car ferry slip		19,204 53			19,204 53
Revenue from seawall lots			83,733 00		83,733 00
Sale of old material				\$1,957 73	1,957 73
China Basin			1,000 00		1,000 00
Central Basin			82,381 50		82,381 50
Belt Railroad revenue				131,116 00	131,116 00
Wharfage, damages sales, etc.				7,810 89	7,810 89
U. S. Customs Department (rent and dockage)			3,540 00		3,540 00
Postoffice Station "D" and Ferry Slip No. 8 (lighting)				1,055 87	1,055 87
Piers 42 and 44	22,297 65	17,858 75	1,293 75		41,482 10
Unclaimed wages				71 00	71 00
Construction				5,409 17	5,409 17
East street (concessions)				1,200 00	1,200 00
Piledriving				1,416 00	1,416 00
Sale of dredger				5,000 00	5,000 00
Free Market				298 16	298 16
Dredging Channel street				12,615 00	12,615 00
Fire loss collected				139 67	139 67
Sidewalk area			6 00		6 00
Drafts returned and canceled				51 40	51 40
Totals	\$199,532 35	\$316,253 89	\$674,852 95	\$166,940 89	\$1,367,239 98

Center-street Wharf	8,042 85	17,398 19	101 50	2,200 80		27,803 84
Santa Fe car ferry slip		15,239 60		251,941 27		15,239 60
Revenue from seawall lots					\$39 55	251,941 27
Sale of old material				1,000 00		39 55
China Basin	3,677 90	13,989 61		24,909 30		18,667 51
Central Basin	5,506 82	32,483 27	260 20			63,159 59
Belt Railroad revenue					132,228 00	132,228 00
Tugs and dredgers, sale of old material						
Wharfe, damages, sales, etc.				4,200 00		4,200 00
U. S. Customs Department (rent and dockage)						
Postoffice Station "D" and Ferry Slip No. 8 (lighting)						
Pier No. 36	2,685 90	1,440 68	9 00			4,135 58
Pier No. 38	5,916 60	5,953 48		3,905 50		15,775 58
Piers Nos. 42 and 44	23,878 90	13,394 33		1,200 00		38,473 23
Damage to wharves					4,253 33	4,253 33
East street				4,195 00		4,195 00
El Dorado street				7,200 00		7,200 00
Rent from pile driver					856 00	856 00
Dredging Channel street					8,750 00	8,750 00
Lighting, power, heating, etc.					832 02	832 02
Sale of old lumber					2,103 72	2,103 72
Sundry miscellaneous					11,694 86	11,694 86
Pier No. 54				263,000 00		263,000 00
Spring Valley Water Co.				750 00		750 00
	\$209,708 15	\$340,882 97	\$7,165 48	\$917,173 08	\$160,757 48	\$1,635,687 16
Balance uncollected July 1, 1909					\$44,842 66	
Less bills canceled					550 00	
					\$44,292 66	
Balance uncollected July 1, 1910					42,060 83	
Refunds					\$2,231 83	
					30 20	
						2,262 03
Total						\$1,637,949 19

Monthly and Term Incomes from leases of Seawall Lots which were executed prior to July 1, 1910.

Lot.	Lessee.	Term.	Monthly rental.	Total for 5-year period.	Total for term of lease.
B.	Crescent Lumber Co.-----	25 years from April 1, 1910.	First 5 years-----\$225 00 Second 5 years-----230 00 Third 5 years-----235 00 Fourth 5 years-----240 00 Fifth 5 years-----245 00	\$13,500 00 13,800 00 14,100 00 14,400 00 14,700 00	Less payments to June 30, 1910 --- \$70,500 00 Amount due-----675 00 \$89,825 00
4	<i>Subdivision A.</i> National Packing Co.----	25 years from July 1, 1909.	First 5 years-----152 00 Second 5 years-----160 00 Third 5 years-----168 00 Fourth 5 years-----176 00 Fifth 5 years-----184 00	9,120 00 9,600 00 10,080 00 10,560 00 11,040 00	Less payments to June 30, 1910 --- \$50,400 00 Amount due-----1,824 00 48,576 00
	<i>Subdivisions B and C.</i> Midland Warehouse Co.---	25 years from July 1, 1909.	First 5 years-----188 00 Second 5 years-----197 00 Third 5 years-----207 00 Fourth 5 years-----218 00 Fifth 5 years-----229 00	11,280 00 11,820 00 12,420 00 13,080 00 13,740 00	Less payments to June 30, 1910 --- \$62,340 00 Amount due-----2,256 00 60,084 00
7	Western Pacific Railway Co.	25 years from July 1, 1910.	First 5 years-----1,083 33 Second 5 years-----1,151 04 Third 5 years-----1,218 75 Fourth 5 years-----1,286 46 Fifth 5 years-----1,354 17	64,999 80 69,062 40 73,125 00 77,187 60 81,250 20	Amount due-----\$365,625 00 365,625 00
14	Southern Pacific Co.-----	25 years from August 1, 1901.	500 00	-----	Less payments to June 30, 1910 --- \$150,000 00 Amount due-----53,500 00 96,500 00
15	Southern Pacific Co.-----	25 years from August 1, 1901.	500 00	-----	Less payments to June 30, 1910 --- \$150,000 00 Amount due-----53,500 00 96,500 00

16	P. J. Moliterno.-----	25 years from May 1, 1909.	First 5 years.----- Second 5 years.----- Third 5 years.----- Fourth 5 years.----- Fifth 5 years.-----	101 00 105 00 110 00 115 00 120 00	6,060 00 6,300 00 6,600 00 6,900 00 7,200 00	Less payments to June 30, 1910 ----- Amount due.-----	\$33,060 00 1,414 00 ----- ----- 31,646 00
21	Western Pacific Railway Co.	25 years from August 1, 1910.	First 5 years.----- Second 5 years.----- Third 5 years.----- Fourth 5 years.----- Fifth 5 years.-----	249 09 264 66 280 23 295 79 311 36	14,945 40 15,879 60 16,813 80 17,747 40 18,681 60	Amount due.-----	\$84,067 80 ----- ----- ----- 84,067 80
22	Western Pacific Railway Co.	25 years from August 1, 1910.	First 5 years.----- Second 5 years.----- Third 5 years.----- Fourth 5 years.----- Fifth 5 years.-----	1,346 39 1,430 54 1,514 69 1,598 84 1,682 98	80,783 40 85,832 40 90,881 40 95,930 40 100,978 80	Amount due.-----	\$454,406 40 ----- ----- ----- 454,406 40
23	Southern Pacific Co.-----	25 years from October 1, 1909.	First 5 years.----- Second 5 years.----- Third 5 years.----- Fourth 5 years.----- Fifth 5 years.-----	990 00 1,325 00 1,475 00 1,650 00 1,800 00	59,400 00 79,500 00 88,500 00 99,000 00 108,000 00	Less payments to June 30, 1910 --- Amount due.-----	\$434,400 00 8,910 00 ----- ----- 425,490 00
24	Subdivision A. Associated Oil Co.-----	25 years from October 1, 1909.	First 5 years.----- Second 5 years.----- Third 5 years.----- Fourth 5 years.----- Fifth 5 years.-----	214 00 245 00 275 00 306 00 337 00	12,840 00 14,700 00 16,500 00 18,360 00 20,220 00	Less payments to June 30, 1910 --- Amount due.-----	\$82,620 00 1,926 00 ----- ----- 80,694 00
	Subdivision B. Southern Pacific Co.-----	25 years from October 1, 1909.	First 5 years.----- Second 5 years.----- Third 5 years.----- Fourth 5 years.----- Fifth 5 years.-----	750 00 1,000 00 1,125 00 1,250 00 1,375 00	45,000 00 60,000 00 67,500 00 75,000 00 82,500 00	Less payments to June 30, 1910 --- Amount due.-----	\$330,000 00 6,750 00 ----- ----- 323,250 00
Total amount due.-----							\$2,136,664 20

Monthly Income from Union Depot and Ferry Building.

Tenants.	Monthly rentals, July, 1908.	Monthly rentals, June, 1910.	Increase.	Decrease.
Southern Pacific Company	\$3,950 00	\$3,988 45	\$38 45	
Key Route	752 00	1,013 83	261 83	
Northwestern Pacific and Santa Fe	1,955 00	2,748 84	793 84	
Wells, Fargo & Co.	500 00	1,073 90	573 90	
Kilburn & Hayden	10 00	26 32	16 32	
Pullman Company	100 00	100 00		
Fred Harvey		15 00	15 00	
Foster & O'Rear	1,050 00	1,050 00		
McPartland & Reich	450 00	450 00		
F. W. Butler	150 00	200 00	50 00	
C. Cohen	75 00	139 50	64 50	
Union Transfer Company		49 12	49 12	
Pacific Transfer Company		15 00	15 00	
Postal Telegraph Company	50 00	50 00		
Dennison News Company		15 00	15 00	
Western Union Telegraph Company	50 00	80 00	30 00	
U. S. Customs Service	50 00	50 00		
State Labor Bureau	100 00	115 00	15 00	
State Railroad Commission	100 00	100 00		
State Prison Board	75 00	50 00		\$25 00
State Bureau of Horticulture	30 00	30 00		
State Mining Bureau	135 00	135 00		
California Development Board	115 00	241 20	126 20	
H. R. Thompson		15 00	15 00	
Bootblack privileges	125 00	100 00		25 00
Piano privileges	250 00	250 00		
Advertising privileges	175 00	175 00		
Weighing scale privileges	45 00	45 00		
Morton Special Delivery Company	50 00	50 00		
Pacific Telephone and Telegraph Co.	260 00	260 00		
Totals	\$10,602 00	\$12,631 16	\$2,079 16 50 00	\$50 00
Net increase			\$2,029 16	

Particulars	1997	1998	1999	2000	2001
Assets					
Current Assets					
Cash and bank balances	10,000,000	12,000,000	15,000,000	18,000,000	20,000,000
Trade receivables	20,000,000	22,000,000	25,000,000	28,000,000	30,000,000
Inventory	10,000,000	11,000,000	12,000,000	13,000,000	14,000,000
Prepaid expenses	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Other current assets	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Non-current Assets					
Property, plant and equipment	50,000,000	55,000,000	60,000,000	65,000,000	70,000,000
Intangible assets	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
Investments	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Other non-current assets	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Liabilities and Equity					
Current Liabilities					
Trade payables	15,000,000	16,000,000	17,000,000	18,000,000	19,000,000
Other current liabilities	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Non-current Liabilities					
Long-term debt	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000
Other non-current liabilities	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Equity					
Share capital	100,000,000	100,000,000	100,000,000	100,000,000	100,000,000
Reserves	10,000,000	12,000,000	15,000,000	18,000,000	20,000,000

COMPARATIVE STATEMENT OF RECEIPTS AND DISBURSEMENTS—1883-1910.

[illegible]

**Statement of the San Francisco Harbor Improvement Fund (State Treasurer, custodian)
for the two fiscal years ending June 30, 1910.**

Year.	Month.	Remittances to State Treasurer.		Drafts drawn by Board.
1908	July	\$86,790 10	-----	\$49,376 18
	August	93,127 09	-----	58,346 02
	September	107,744 29	-----	53,698 11
	October	96,017 90	-----	61,296 92
	November	102,900 41	-----	80,980 39
	December	154,396 22	-----	104,802 56
1909	January	88,549 20	-----	88,573 61
	February	83,733 18	-----	83,139 57
	March	259,730 55	-----	69,438 25
	April	93,124 25	-----	89,095 14
	May	87,746 36	-----	84,899 47
	June	106,696 54	-----	88,416 24
	Totals for 1908-09	\$1,360,556 09	-----	\$912,062 46
1909	July	\$81,029 24	-----	\$90,578 99
	August	123,060 05	-----	114,546 77
	September	219,569 78	-----	108,838 65
	October	112,290 08	-----	75,301 06
	November	378,543 67	-----	65,481 81
	December	98,002 98	-----	72,259 85
1910	January	94,069 71	-----	113,537 33
	February	87,328 08	-----	127,756 21
	March	96,952 90	-----	135,095 14
	April	97,310 95	-----	159,728 31
	May	99,958 51	-----	130,145 96
	June	149,621 75	-----	114,725 97
	Totals for 1909-10	\$1,637,737 70	-----	\$1,307,996 05
	Totals	\$2,998,293 79	-----	\$2,220,058 51
	Drafts returned and can- celed	51 40	Deferred payment drafts	125,654 16
	Balance in treasury June 30, 1908	62,688 91	Transfers to S. F. Seawall Sinking Fund	285,306 71
	Interest on bonds	2,375 63	Transfers to S. F. Depot Sinking Fund	111,144 00
	Special appropriation by legislature (act ap- proved April 14, 1909)	22,937 45	Part payment of loan from General Fund	114,000 00
		\$3,086,347 18		\$3,086,347 18

**Statement of the San Francisco Harbor Improvement Fund, November 4, 1863, to
June 30, 1910.**

Fiscal Year. From the Organization of the Commission.	Remittances to the credit of San Francisco Harbor Improvement Fund (State Treas- urer, custodian).	Drafts on San Francisco Harbor Improvement Fund (State Treas- urer, custodian).
1863-64	\$71,897 39	\$47,680 02
1864-65	123,365 23	62,334 82
1865-66	132,023 96	47,568 50
1866-67	268,573 45	64,345 94
1867-68	217,528 06	354,121 12
1868-69	212,532 07	310,213 27
1869-70	180,623 37	272,670 93
1870-71	96,097 20	73,914 13
1871-72	105,877 82	53,944 40
1872-73	91,042 59	80,640 23
1873-74	106,150 23	168,769 62
1874-75	245,369 00	189,549 17
1875-76	249,450 44	146,716 69
1876-77	310,909 33	266,661 37
1877-78	235,521 50	162,712 80
1878-79	274,370 87	241,764 39
1879-80	240,414 91	419,429 27
1880-81	204,782 41	527,487 44
1881-82	249,919 90	131,140 42
1882-83	194,860 84	165,586 90
1883-84	254,497 78	186,588 60
1884-85	259,702 01	376,700 41
1885-86	249,431 18	289,838 61
1886-87	245,509 83	136,926 50
1887-88	294,861 66	244,452 11
1888-89	321,605 12	247,137 61
1889-90	306,148 20	311,633 96
1890-91	319,721 19	232,991 25
1891-92	360,206 68	366,205 44
1892-93	334,575 70	376,049 89
1893-94	281,417 59	315,899 66
1894-95	215,278 73	381,585 26
1895-96	285,523 57	346,501 16
1896-97	256,612 21	281,991 29
1897-98	224,702 65	245,385 94
1898-99	334,943 72	314,371 42
1899-1900	669,814 33	639,360 25
1900-01	725,703 72	745,015 51
1901-02	760,506 95	758,510 69
1902-03	761,337 47	687,986 78
1903-04	898,950 73	926,958 58
1904-05	1,220,947 50	962,696 47
1905-06	916,614 85	1,095,098 73
From State of California (act of special session 1906, chapter XXXVI)	100,000 00	
1906-07	1,171,142 68	1,286,934 73
1907-08	1,074,112 64	1,440,840 88
From State of California (act of special session 1907, chapter 202, act of March 13, 1907)	250,000 00	
1908-09	1,360,556 09	912,062 46
1909-10	1,637,737 70	1,307,996 05
Balance in treasury, July 1, 1908	62,688 91	
Interest on bonds	2,375 63	
Drafts returned and canceled	51 40	
Received from General Fund (act approved April 14, 1909)	22,937 45	
Deferred payment drafts		125,654 16
San Francisco Seawall Sinking Fund		285,306 71
San Francisco Depot Sinking Fund		111,144 00
Part payment of \$250,000 loan from General Fund		114,000 00
Balance on hand, June 30, 1910		230,183 80
Totals	\$20,101,525 45	\$20,101,525 45

Proceeds of the Sales of Bonds for the San Francisco Seawall Fund.

June 25, 1907-----	By sale of bonds, 250 at par value of \$1,000 each -----	\$250,000 00
June 25, 1907-----	By premium on same-----	11,850 00
July 27, 1908-----	By interest-----	739 73
July 27, 1908-----	By sale of bonds, 500 at par value of \$1,000 each -----	500,000 00
January 31, 1909-----	By interest-----	611 00
January 31, 1909-----	By sale of bonds, 500 at par value of \$1,000 each -----	500,000 00
January 31, 1909-----	By premium on same-----	5,025 00
July 19, 1909-----	By interest-----	719 35
July 19, 1909-----	By sale of bonds, 500 at par value of \$1,000 each -----	500,000 00
January 15, 1910-----	By interest-----	305 55
January 15, 1910-----	By sale of bonds, 250 at par value of \$1,000 each -----	250,000 00
Total proceeds-----		\$2,019,250 63
Less interest, transferred to Harbor Improvement Fund-----		2,375 63
		<u>\$2,016,875 00</u>
Total disbursements-----		\$1,707,900 31
Balance in treasury, June 30, 1910-----		308,974 69
		<u>\$2,016,875 00</u>

NOTE.—The items of interest are not included in the balance on hand of the Seawall Fund, as they were placed to the credit of the Harbor Improvement Fund.

Disbursements of the San Francisco Seawall Fund for the two fiscal years from July 1, 1908, to June 30, 1910, including construction, pay roll, materials, piledriving, and all other details of building seawall, bulkheads, etc.

Year.	Month—	Amount disbursed.
1908--	July-----	\$27,163 94
	August-----	651 95
	September-----	2,036 25
	October-----	15,266 89
	November-----	43,145 63
	December-----	85,931 72
1909--	January-----	29,937 00
	February-----	66,388 61
	March-----	26,921 91
	April-----	83,462 57
	May-----	62,453 77
	June-----	14,189 96
	July-----	201,732 65
	August-----	123,109 82
	September-----	192,246 32
	October-----	120,433 95
	November-----	18,652 38
	December-----	109,509 90
1910--	January-----	11,942 75
	February-----	47,880 14
	March-----	119,213 12
	April-----	73,626 68
	May-----	37,367 96
	June-----	102,317 15
Total disbursements-----		\$1,606,583 02
Disbursed prior to July 1, 1908-----		101,317 29
Grand total-----		<u>\$1,707,900 31</u>

Statement of San Francisco Seawall Sinking Fund, June 30, 1910.

		Sinking Fund.	terest.	Total.
1908—July	To amount transferred from S. F. Harbor Improvement Fund....	\$1,168 22	\$833 25	\$2,001 47
Aug.	do -----	3,856 77	2,500 00	6,356 77
Sept.	do -----	3,856 39	2,500 00	6,356 39
Oct.	do -----	3,856 39	2,500 00	6,356 39
Nov.	do -----	3,856 39	2,500 00	6,356 39
Dec.	do -----	3,856 39	2,500 00	6,356 39
1909—Jan.	do -----	3,856 39	2,500 00	6,356 39
Feb.	do -----	6,635 56	4,166 75	10,802 31
Mar.	do -----	6,634 16	4,166 65	10,800 81
Apr.	do -----	6,634 16	4,166 65	10,800 81
May	do -----	6,634 16	4,166 65	10,800 81
June	do -----	6,634 16	4,166 65	10,800 81
July	do -----	6,634 16	4,166 65	10,800 81
Aug.	do -----	9,508 28	5,833 35	15,341 63
Sept.	do -----	9,507 72	5,833 33	15,341 05
Oct.	do -----	9,507 72	5,833 33	15,341 05
Nov.	do -----	9,507 72	5,833 33	15,341 05
Dec.	do -----	9,507 72	5,833 33	15,341 05
1910—Jan.	do -----	9,507 72	5,833 33	15,341 05
Feb.	do -----	10,996 69	6,666 75	17,663 44
Mar.	do -----	10,995 81	6,666 65	17,662 46
Apr.	do -----	10,995 81	6,666 65	17,662 46
May	do -----	10,995 81	6,666 65	17,662 46
June	do -----	10,995 81	6,666 65	17,662 47
	Totals for two fiscal years ending June 30, 1910 -----	\$176,140 11	\$109,166 60	\$285,306 71
	Transferred prior to June 30, 1908 -----	31,542 86	22,222 25	53,765 11
	Totals -----	\$207,682 97	\$131,388 85	\$339,071 82

Statement of San Francisco Depot Sinking Fund, June 30, 1910.

		Sinking Fund.	Interest.	Total.
1908—July	To amount transferred from S. F. Harbor Improvement Fund....	\$2,631 00	\$2,000 00	\$4,631 00
Aug.	do -----	2,631 00	2,000 00	4,631 00
Sept.	do -----	2,631 00	2,000 00	4,631 00
Oct.	do -----	2,631 00	2,000 00	4,631 00
Nov.	do -----	2,631 00	2,000 00	4,631 00
Dec.	do -----	2,631 00	2,000 00	4,631 00
1900—Jan.	do -----	2,631 00	2,000 00	4,631 00
Feb.	do -----	2,631 00	2,000 00	4,631 00
Mar.	do -----	2,631 00	2,000 00	4,631 00
Apr.	do -----	2,631 00	2,000 00	4,631 00
May	do -----	2,631 00	2,000 00	4,631 00
June	do -----	2,631 00	2,000 00	4,631 00
July	do -----	2,631 00	2,000 00	4,631 00
Aug.	do -----	2,631 00	2,000 00	4,631 00
Sept.	do -----	2,631 00	2,000 00	4,631 00
Oct.	do -----	2,631 00	2,000 00	4,631 00
Nov.	do -----	2,631 00	2,000 00	4,631 00
Dec.	do -----	2,631 00	2,000 00	4,631 00
1910—Jan.	do -----	2,631 00	2,000 00	4,631 00
Feb.	do -----	2,631 00	2,000 00	4,631 00
Mar.	do -----	2,631 00	2,000 00	4,631 00
Apr.	do -----	2,631 00	2,000 00	4,631 00
May	do -----	2,631 00	2,000 00	4,631 00
June	do -----	2,631 00	2,000 00	4,631 00
	Totals for two fiscal years ending June 30, 1910 -----	\$63,144 00	\$48,000 00	\$111,144 00
	Transferred prior to June 30, 1908 -----	486,735 00	370,000 00	856,735 00
	Totals -----	\$549,879 00	\$418,000 00	\$967,879 00

NOTE.—Bonds were issued in 1893 for the construction of San Francisco Depot and Ferry House to the amount of \$600,000. The bonds will expire in 1912, and amounts have been paid upon them as shown in the table above.

**Statement of Deferred Payment Draft Account for the two fiscal years from
July 1, 1908, to June 30, 1910.**

I. DRAFTS MATURED AND PAID.

Date of payment.	Draft No.	To whom paid.	Amount.	Total.
1908.				
July	271	Southern Pacific Co.	\$763 87	
July	245	Robert Greig	1,194 00	
July	309	Gray Bros.	5,609 55	\$7,567 42
August	291	Healy, Tibbitts & Co.	\$1,596 83	
August	352	Healy, Tibbitts & Co.	4,591 52	6,188 35
September ..	329	Pacific Construction Co.	\$2,988 92	2,988 92
October ...	310	Gray Bros.	\$5,609 55	
October ...	246	Robert Greig	1,194 00	
October ...	272	Southern Pacific Co.	763 87	7,567 42
November ..	292	Healy, Tibbitts & Co.	\$1,596 83	
November ..	353	Healy, Tibbitts & Co.	4,591 52	
November ..	330	Pacific Construction Co.	2,988 92	9,177 27
1909.				
January ...	247	Robert Greig	\$1,194 00	
January ...	311	Gray Bros.	5,609 55	
January ...	273	Southern Pacific Co.	763 88	7,567 43
February ...	293	Healy, Tibbitts & Co.	\$1,596 83	
February ...	354	Healy, Tibbitts & Co.	4,591 52	
February ...	331	Pacific Construction Co.	2,988 92	9,177 27
April	248	Robert Greig	\$1,194 00	
April	274	Southern Pacific Co.	763 88	
April	312	Gray Bros.	5,609 55	7,567 43
May	294	Healy, Tibbitts & Co.	\$1,596 83	
May	355	Healy, Tibbitts & Co.	4,591 52	
May	332	Pacific Construction Co.	2,988 92	9,177 27
July	249	Robert Greig	\$1,194 00	
July	313	Gray Bros.	5,609 55	6,803 55
August	295	Healy, Tibbitts & Co.	\$1,596 83	
August	275	Southern Pacific Co.	763 88	
August	356	Healy, Tibbitts & Co.	4,591 52	
August	333	Pacific Construction Co.	2,988 92	9,941 15
October	276	Southern Pacific Co.	\$763 88	
October	314	Gray Bros.	5,609 55	6,373 43
November ..	296	Healy, Tibbitts & Co.	\$1,596 83	
November ..	357	Healy, Tibbitts & Co.	4,591 52	
November ..	334	Pacific Construction Co.	2,988 92	9,177 27
1910.				
January ...	315	Gray Bros.	\$5,609 55	5,609 55
February ...	358	Healy, Tibbitts & Co.	\$4,591 52	
February ...	335	Pacific Construction Co.	2 988 92	7,580 44
April	316	Gray Bros.	\$5,609 55	5,609 55
May	359	Healy, Tibbitts & Co.	\$4,591 52	
May	336	Pacific Construction Co.	2,988 92	7,580 44
		Total		\$125,654 16

Statement of Deferred Payment Draft Account—Continued.

II. DRAFTS OUTSTANDING JUNE 30, 1910.

Date issued.	Draft No.	Issued to—	Date payable.	Account.	Amount.
Feb. 19, 1906	360	Healy, Tibbitts & Co. --	Aug. 15, 1910	Const'g pier No. 13	\$4,591 52
Feb. 19, 1906	361	Healy, Tibbitts & Co. --	Nov. 15, 1910	Const'g pier No. 13	4,591 52
Feb. 19, 1906	362	Healy, Tibbitts & Co. --	Feb. 15, 1911	Const'g pier No. 13	4,591 52
		Total-----	-----	-----	\$13,774 56

Cost of completed Seawall.

Section.	Length in feet.	Cost per lineal foot.	Total cost.
Section B, constructed in 1890-93-----	1,000	\$114 60	\$114,601 18
Section A, constructed in 1879-80-----	561	152 61	85,614 53
Section 1, constructed in 1878-79-----	1,000	165 63	165,631 40
Section 2, constructed in 1879-80-----	1,000	167 50	167,504 09
Section 3, constructed in 1879-81-----	1,000	235 50	235,049 51
Section 4, constructed in 1880-82-----	1,000	240 87	240,872 01
Section 5, constructed in 1883-84-----	1,000	169 89	169,893 57
Section 6, constructed in 1885-86-----	900	158 47	126,779 73
Section 7, constructed in 1887-89-----	1,000	109 32	109,327 99
Section 8, constructed in 1910-----	300	266 67	80,000 00
Section 8b, constructed in 1888-90-----	450	248 50	111,629 12
Section 8a, constructed in 1891-93-----	389.5	220 82	86,008 09
Section 11, constructed in 1909-10-----	600	141 85	*85,108 63
Section 12, constructed in 1907-08-----	1,000	97 25	97,249 95
Section 13, constructed in 1904-05-----	600	233 73	140,238 71
Totals-----	11,700.5	Av., \$172 27	\$2,015,508 51
In addition to the above amount of seawall constructed, there is approximately 800 feet of seawall breakwater at Fisherman's Wharf. These breakwaters were constructed in 1900-01 at a cost as follows:	800	\$19 58	\$15,665 54

* Subject to modification as a result of litigation pending June 30, 1910, with Gray Bros.

Cost of Dredging per hour.

	Year ending June 30, 1909.	Year ending June 30, 1910.	Percentage of decrease.
Labor-----	\$8 68	\$8 67	0
Repairs-----	4 00	2 21	44.75%
Fuel-----	2 40	1 50	37.50%
Miscellaneous supplies, towing, etc.-----	2 13	1 69	20.65%
Total-----	\$17 21	\$14 07	18.24%

Statement of Cost of Dredging, by years, commencing June 30, 1875.

Fiscal year ending—	Salaries of employees.	Repairs.	Fuel.	Ship Chandler, water, etc.	Miscellaneous, including docking, dredgers, towing, etc.	Total.	Number of yards dredged.	Number of hours worked.	Cost per cubic yard, cents.
June 30, 1875	\$11,663 97	\$10,362 99	\$8,639 00	\$1,386 64	\$1,301 25	\$33,835 71	303,429	2,348 ³ / ₄	10.76
June 30, 1876	11,932 98	7,639 43	8,224 04	1,660 85	1,905 74	31,363 19	342,638	2,634	9.15
June 30, 1877	11,980 99	4,041 44	5,971 71	1,582 10	1,676 79	25,253 03	280,197	2,478 ³ / ₄	9.01
June 30, 1878	17,188 80	7,372 48	7,754 86	2,686 37	3,032 55	38,214 40	423,654	3,080	9.02
June 30, 1879	26,201 70	14,963 90	11,755 12	5,443 70	1,289 60	60,454 68	843,879	4,694	7.16
June 30, 1880	27,202 69	8,824 19	11,115 11	4,184 65	3,18 75	51,645 29	749,011	4,323	6.89
June 30, 1881	25,948 49	10,196 63	11,037 15	4,194 44	85 81	51,462 52	732,919	3,962 ¹ / ₂	7.02
June 30, 1882	25,860 00	9,556 57	8,925 33	4,101 10	300 45	48,743 45	639,570	3,763 ³ / ₄	7.62
June 30, 1883	25,860 01	12,152 06	9,093 05	3,800 58	551 80	51,457 50	635,322	3,776 ¹ / ₂	8.13
June 30, 1884	26,358 00	20,906 35	9,838 60	3,627 45	50 00	60,780 40	643,100	3,683 ¹ / ₂	9.45
June 30, 1885	26,896 24	11,610 58	10,074 34	3,657 64	20 00	52,258 80	680,700	3,652 ¹ / ₂	7.68
June 30, 1886	26,634 65	6,283 18	9,886 55	3,841 02	20 00	46,675 40	678,900	3,758 ³ / ₄	6.87
June 30, 1887	26,520 00	36,872 40	7,911 49	4,435 62	2,307 48	78,046 99	601,800	3,175 ³ / ₄	12.97
June 30, 1888	27,787 00	10,264 87	11,339 27	4,154 26	537 30	54,082 70	717,000	3,797 ¹ / ₂	7.52
June 30, 1889	27,847 00	21,004 76	9,392 65	3,292 77	887 78	62,424 96	538,800	3,010	11.62
June 30, 1890	27,825 87	10,403 04	9,377 93	3,671 54	310 53	51,588 91	645,300	3,298	7.99
June 30, 1891	28,112 45	8,919 66	10,163 75	3,735 55	2,289 40	53,230 81	563,300	3,206 ¹ / ₂	9.35
June 30, 1892	28,151 90	14,121 49	9,545 08	3,736 01	528 12	56,081 70	522,400	3,568	10.73
June 30, 1893	27,655 72	12,858 62	8,596 79	3,533 20	1,362 00	54,006 33	641,400	3,127	8.44
June 30, 1894	28,350 30	17,505 81	8,931 46	3,069 10	471 00	58,357 67	677,200	3,743 ¹ / ₂	8.75
June 30, 1895	28,516 20	39,226 19	7,959 10	3,683 94	279 00	79,664 43	537,400	2,751	14.82 ³ / ₄
June 30, 1896	28,493 81	14,132 13	8,713 25	3,208 95	90 88	56,639 02	637,300	3,055	8.617
June 30, 1897	28,515 00	16,519 35	7,118 87	3,411 09	122 00	55,686 31	691,000	3,229	8.051
June 30, 1898	28,910 90	13,611 64	6,986 15	4,550 97	219 15	54,278 81	645,000	2,917	8.407
June 30, 1899	30,967 00	12,490 49	5,874 71	4,559 31	211 40	54,102 91	671,800	2,864	8.053
June 30, 1900	29,319 35	21,239 27	6,808 50	2,985 72	240 95	60,593 79	670,700	2,903	9.034
June 30, 1901	27,720 40	8,332 02	7,603 23	2,480 39	30 00	46,166 24	794,500	3,521 ¹ / ₂	5.808
June 30, 1902	32,012 05	15,679 90	8,256 21	3,329 91	216 80	59,494 87	810,400	3,808	7.341
June 30, 1903	34,260 50	12,359 60	8,816 91	3,359 58	77 40	58,873 99	856,900	4,367	6.87
June 30, 1904	38,727 10	51,693 10	10,473 26	6,078 04	62 85	107,034 35	1,046,240	4,722	10.23
June 30, 1905	40,043 65	79,291 18	9,134 75	5,113 00	2,287 50	135,870 08	1,159,250	4,983	11.72
June 30, 1906	38,015 70	12,574 12	7,001 74	4,401 56	90 00	62,086 12	924,900	4,589	6.71
June 30, 1907	41,446 40	12,251 50	9,457 34	6,646 18	90 00	69,891 42	1,056,700	4,882	6.61
June 30, 1908	40,656 30	21,218 48	12,159 39	6,769 82	782 00	81,525 99	990,500	4,364	9.053
June 30, 1909	58,894 70	27,119 36	16,308 67	10,471 82	3,995 00	116,789 55	1,456,950	6,785	8.016
June 30, 1910	64,715 00	16,509 51	11,158 28	12,636 74	-----	105,019 62	1,536,250	7,464	6.836

Financial Statement of the Belt Railroad from 1891 to June 30, 1910.

Fiscal year ending June 30.	Disbursements.		Revenue.			
	Construction and equipment.	Maintenance and operation.	Total.	Construction.	Sale of old material.	Switching cars.
1891	\$327 61		\$327 61			
1892	74,188 90	\$7,118 56	81,307 46			\$4,580 75
1893	4,496 68	11,436 42	15,933 10			12,039 00
1894	50 69	14,592 94	14,643 63			10,775 25
1895	11,587 38	19,167 88	30,755 26			10,118 75
1896		15,189 01	15,189 01		\$5,934 25	11,730 00
1897		11,422 57	11,422 57			17,664 25
1898		18,458 63	18,458 63			11,619 25
1899		25,539 38	25,539 38			13,313 50
1900		37,476 81	37,476 81			17,090 25
1901	37,519 31	38,827 27	76,346 58			19,402 25
1902	19,314 90	48,001 86	67,316 76			27,477 00
1903	14,242 48	43,408 15	57,650 63	\$62 27		38,992 53
1904	11,054 72	68,289 04	80,343 76			47,328 47
1905	300 00	70,761 93	71,061 93		132 50	71,924 12
1906		66,823 39	66,823 39		219 69	79,806 25
1907		Maintenance, \$35,871 89 Operation, \$45,456 72	81,328 61		10 00	89,971 00
1908		75,880 20	142,437 07		3,116 50	113,565 00
1909	15,373 00	51,183 87	83,611 59			131,116 00
1910	44,422 87	50,096 88	132,758 38			131,453 00
Totals	\$232,878 54	\$877,853 62	\$1,110,732 16	\$62 27	\$9,412 94	\$919,894 85
						\$929,370 06

Comparative Table of Receipts of four representative seaports with Publicly owned Wharves.

Year.	Port.	Source.	Amount.
1908-09	San Francisco	Dockage, tolls, rents, etc.	\$1,367,239 98
1907-08	New Orleans	Wharfage, harbor dues, etc.	441,854 45
1907	New York	Rents, ferries, etc.	4,771,563 31
1908	Montreal	Wharfage, rents, etc.	386,867 28

Expenditures at Typical Foreign Seaports for Harbor Improvements.

The following is a comparative statement of the sums expended at San Francisco and at various typical foreign seaports for harbor improvements in recent years :

Port.	Period.	Years.	Amount expended.
Havre, France	1900-1910	10	\$17,000,000
Rotterdam, Holland	1870-1908	38	30,827,062
Hamburg, Germany	1880-1908	28	100,000,000
Bristol, England	1848-1908	60	25,000,000
Glasgow, Scotland	1858-1907	49	44,000,000
The Tyne ports, England	1850-1908	58	85,000,000
Manchester, England	1885-1908	23	83,000,000
San Francisco	1863-1910	47	14,229,198

Indebtedness, in 1908, of five typical Seaports with Publicly owned Docks.

Port.	Indebtedness for harbor improvements.
Sydney, N. S. W.	\$25,352,606
Montreal, Canada	12,027,000
Wellington, N. Z.	8,972,500
New Orleans, La. (mortgage bonds)	2,000,000
San Francisco	1,171,151

NOTE.—The indebtedness of San Francisco is the sum of the seawall bonds sold during the calendar year of 1908, less the payments made upon them prior to July 1, 1908; the balance due July 1, 1908, upon the depot bonds; the balance due upon loan from State and the deferred payment drafts outstanding on July 1, 1908.

Rates of Towage for the Port of San Francisco.

(The Board of State Harbor Commissioners has no jurisdiction over towage charges, which are fixed by the towboat owners.)

TONNAGE OF VESSELS.

	350 to 450	450 to 550	550 to 650	650 to 750	750 to 850	850 to 950	950 to 1,050
Stream to city front.....	\$12 50	\$12 50	\$15 00	\$15 00	\$17 50	\$20 00	\$20 00
Stream to Oakland wharf or refinery	15 00	15 00	20 00	20 00	22 50	25 00	25 00
Stream to Oakland creek	22 50	25 00	30 00	30 00	35 00	40 00	40 00
Stream to sea with hawser	30 00	35 00	40 00	45 00	50 00	55 00	55 00
Stream to Point Richmond	25 00	30 00	35 00	37 50	40 00	42 50	45 00
Stream to Point San Pablo	30 00	35 00	37 50	40 00	42 50	45 00	47 50
Stream to Port Costa	45 00	50 00	52 50	55 00	57 50	62 50	65 00
Extra to lightship	20 00	25 00	25 00	25 00	25 00	25 00	25 00
	1,050 to 1,150	1,150 to 1,250	1,250 to 1,350	1,350 to 1,459	1,450 to 1,550	1,550 to 1,600	1,650 to 1,800
Stream to city front.....	\$22 50	\$22 50	\$25 00	\$25 00	\$25 00	\$25 00	\$25 00
Stream to Oakland wharf or refinery	27 50	27 50	30 00	30 00	35 00	35 00	35 00
Stream to Oakland creek	45 00	45 00	45 00	50 00	50 00	55 00	55 00
Stream to sea with hawser	55 00	60 00	60 00	65 00	65 00	65 00	70 00
Stream to Point Richmond	47 50	47 50	50 00	50 00	55 00	55 00	60 00
Stream to Point San Pablo	50 00	50 00	55 00	55 00	60 00	60 00	65 00
Stream to Port Costa	67 50	70 00	72 50	72 50	75 00	80 00	85 00
Extra to lightship	25 00	25 00	25 00	25 00	25 00	25 00	25 00

Oakland creek to sea direct pays Oakland creek towage and sea towage, less \$5.00.

Port Costa to sea direct pays Port Costa towage and sea towage, less \$10.00.

Pilot Charges at San Francisco.

(The State Board of Harbor Commissioners has no jurisdiction over pilot charges, which are fixed by act of legislature, Political Code, article VI, par. 2466.)

All vessels under 500 net tons.....\$3 per foot draft.

All vessels over 500 net tons.....\$3 per foot draft and 3 cents for every ton.

These rates are compulsory and must be paid by every vessel spoken, inward or outward bound, except vessels under enrollment and licensed and engaged in the coasting trade between San Francisco and other United States ports, and vessels engaged in the whaling and fishing trades, which shall be exempt from all pilotage unless a pilot is actually employed. In all cases where inward-bound vessels are not spoken until inside the bar, the rates are reduced one half.

Work under way at date of last Biennial Report and since finished.

No.	Description.	Contractors.	Date of contract.	Contract price.	Date of payments.	Amounts.	Total.	Date of completion.
14	Electric current for lighting the Union Depot and Ferry House, and other buildings, wharves, streets, etc., within the jurisdiction of the Board of State Harbor Commissioners.*	Mutual Electric Light Co.	July 1, '07	Arc lights of 2,000 c. p., at the rate of \$1.30 per week each, the same to burn from sunset to sunrise each, and every night during the seven days of each week. \$0.0234 per 1,000 watt hours for electric current for incandescent lighting, including the furnishing of incandescent arc lamps, trimming and keeping the same in order.	July 27, '07 Aug. 16, '07 Sept. 23, '07 Nov. 25, '07 Dec. 20, '07 Jan. 21, '08 Feb. 25, '08 Mar. 21, '08 Apr. 22, '08 May 22, '08 June 23, '08 July 15, '08 Aug. 21, '08 Sept. 25, '08 Oct. 23, '08 Nov. 21, '08 Dec. 19, '08 Jan. 25, '09 Feb. 18, '09 Mar. 19, '09 Apr. 16, '09 May 21, '09 June 21, '09 July 15, '09 Aug. 20, '09 Sept. 10, '09 Oct. 23, '09 Nov. 19, '09 Dec. 27, '09 Jan. 22, '10 Feb. 18, '10 Mar. 18, '10 Apr. 22, '10 May 20, '10 June 18, '10	\$1,415 09 1,490 03 1,487 92 3,277 64 1,784 85 2,027 09 2,023 14 1,541 70 1,758 48 1,808 43 2,197 20 1,709 10 1,788 14 1,881 09 1,889 01 2,057 57 2,006 19 2,256 01 2,123 23 1,760 02 1,802 38 1,631 90 1,727 38 1,559 49 1,659 70 1,703 30 1,692 42 2,069 85 1,967 03 2,153 16 1,939 38 1,773 64 1,986 06 1,737 37 1,770 32	\$65,765 00	June 30, '10
29	Supply lumber to the Board of State Harbor Commissioners for one year.	Hickman & Masterson	Nov. 1, '07	\$15.75 per M feet B. M. Carriage \$1.00 per M feet, B. M., additional.	Dec. 20, '07 Jan. 21, '08 Feb. 25, '08 Mar. 21, '08 Apr. 22, '08	\$8,255 97 3,195 04 3,461 60 3,259 51 5,631 46		

*NOTE.—This contract was completed June 30, 1910, but payment for current consumed during the month of June, 1910, was not paid until July 25, 1910, same amounting to \$1,629 50, making total amount of contract \$67,404 50.

Work under way at date of last Biennial Report and since finished—Continued.

No..	Description.	Contractors.	Date of contract.	Contract price.	Date of payments.	Amount.	Total.	Date of completion.
29	Supply lumber to the Board of State Harbor Commissioners for one year.	Hickman & Masterson	May 22, '08 June 20, '08 July 18, '08 Aug. 21, '08 Sept. 25, '08 Oct. 23, '08 Nov. 21, '08	\$6,013 40 1,754 74 1,171 42 2,154 63 2,091 72 2,301 44 1,688 61		
51	Construction of freight shed on seawall lot No. 11.†	Fann & Hood	Apr. 16, '08	\$2,905 00	June 26, '08 July 31, '08	\$2,178 75 726 25	\$35,959 54	Nov. 1, '08
52	Purchase old lumber from Board of State Harbor Commissioners.	G. A. Love	Apr. 20, '08	\$2.25 per M feet B. M.	See "Credit Contract"		2,905 00 No. 52.	June 26, '08
53	Furnish materials and repave East street east of the United Railroads tracks between Washington and Clay streets.†	Eureka Construction Co.	Apr. 20, '08	\$0.08 per sq. ft. for taking up present pavement and repaving with taken up blocks; \$0.25 per lin. ft. for taking up old curbs, raising existing drains and cesspools to proper grade, and reset taken up curbing. Finish and construct new catch basin for cost plus 10 per cent. Furnish and lay 10-inch stone sewer pipe for cost plus 10 per cent.	May 29, '08 July 8, '08	\$2,016 06 672 02	2,688 08	May 29, '08
54	Furnish all labor and the necessary fastenings for placing stringers, planking and curbing along section 12 of the seawall.‡	Mercer-Fraser Co.	June 11, '08	\$849 00	June 29, '08 Aug. 14, '08	\$636 75 212 25	849 00	June 25, '08
55	Furnishing, delivering and placing 800 tons, more or less, of rock for raising the southerly end of the breakwater at Fisherman Wharf.	San Francisco Bay Improvement Company.	June 18, '08	\$0.98 per ton of 2,000 lbs.	July 8, '08 Aug. 14, '08	\$591 77 197 25	789 02	July 2, '08

†NOTE.—Contract completed June 25, 1908; 25 per cent of total amount of contract retained for 35 days.

‡NOTE.—Contract completed May 29, 1908; 25 per cent of total amount of contract retained for 35 days.

§NOTE.—Contract completed June 25, 1908; 25 per cent of total amount retained for 35 days.

Work contracted for and completed within the Biennial Term, July 1, 1908 to June 30, 1910.

No...	Description.	Contractors.	Date of contract.	Contract price.	Date of payments.	Amounts.	Total.	Date of completion.
56	Cleaning East street.....	San Francisco Teaming Co.	July 1, '08	\$0.80 per 1,000 sq. yds. on districts 1, 2, 3, 4, 6, 7, 8. \$1.00 per 1,000 sq. yds. on district 5.	Aug. 21, '08 Sept. 25, '08 Oct. 23, '08 Nov. 21, '08 Dec. 19, '08 Jan. 25, '09 Feb. 18, '09 Mar. 19, '09 Apr. 27, '09 May 21, '09 June 21, '09 July 15, '09	\$1,576 83 1,515 79 1,347 20 1,424 96 1,153 53 1,129 28 704 87 581 97 1,280 31 1,623 91 1,566 92 1,600 29		
57	Repairs to tug "Governor Irwin"	Moore & Scott Iron Works	July 2, '08	\$1,575 00	Aug. 21, '08	\$1,575 00	\$15,505 38 1,575 00	June 30, '09 July 20, '08
58	Furnishing and installing electric light plant on dredger No. 3.	Herzog & Dahl.....	July 16, '08	1,245 00	Aug. 28, '08 Oct. 2, '08	933 75 311 25	1,245 00	Aug. 27, '08
59	Furnishing and installing one electric light plant on each of the State tow boats "Governor Markham" and "Governor Irwin."	Herzog & Dahl.....	July 16, '08	2,750 00	Aug. 28, '08 Oct. 2, '08	\$2,002 50 687 50	2,750 00	Aug. 27, '08
60	Removing present roof, and constructing new roof for Belt Railroad roundhouse.	Conlin & Roberts	July 16, '08	645 00	Aug. 21, '08 Sept. 28, '08	\$483 75 161 25	645 00	Aug. 20, '08
61	Construction of shed over Pier No. 3 (Washington-street Wharf).	W. A. Fann	July 16, '08	6,175 55	Aug. 14, '08 Sept. 5, '08 Sept. 14, '08 Oct. 17, '08	\$1,762 50 2,406 00 463 16 1,543 89		
62	Repairs to bucket of dredger No. 3	Stockton Iron Works	July 16, '08	684 40	Sept. 5, '08 Oct. 12, '08	\$513 30 171 10	6,175 55	Sept. 10, '08
63	Dredging a part of Channel street*	J. S. McAnany	July 30, '08	\$27,250.00 and a unit price of 9c. per cubic yard to apply in case of increase or diminution of work.	Sept. 5, '08 Nov. 23, '08 Jan. 23, '09 July 9, '09 Aug. 3, '09 Aug. 12, '09	\$2,043 75 6,744 37 6,540 00 5,109 38 7,500 00 6,812 50	684 40	Sept. 3, '08
							34,750 00	July 8, '09

* Additional dredging \$7,500.00 of which amount the Southern Pacific Co. paid half.

Work contracted for and completed within the Biennial Term.—Continued.

No. . .	Description.	Contractors.	Date of contract.	Contract price.	Date of payments.	Amounts.	Total.	Date of completion
64	Furnishing materials and repaving East street, between Washington and Vallejo streets.	Eureka Construction Co.	July 30, '08	7c. per sq. ft. for repaving with taken up blocks. \$1.94 for new curb in place, 22c. per lin. ft. for setting old curb to grade. \$65 for each new cesspool. 27c. per sq. ft. for new paving.	Aug. 28, '08 Oct. 1, '08 Nov. 6, '08 Nov. 25, '08 Dec. 31, '08	\$3,612 75 4,369 84 6,048 85 4,694 03 6,241 82	\$24,967 29	Nov. 25, '08
65	Labor and material (except cement) for reinforcing standard piles at Fisherman Wharf.	Healy-Tibbitts Construction Co.	Aug. 10, '08	\$1.78 per lineal foot	Nov. 6, '08 Nov. 25, '08 Dec. 11, '08 Dec. 31, '08	\$1,467 72 2,500 00 489 24 833 33		
66	Labor and material for constructing an end cross embankment joining the northerly end of section 12 of the seawall.	Healy-Tibbitts Construction Co.	Aug. 10, '08	\$0.54 9.10 per ton of 2,000 lbs.	Sept. 5, '08 Oct. 12, '08 Nov. 13, '08	\$1,741 85 1,074 23 938 69	5,230 29	Nov. 5, '08
67	Construction of pier 40†	Robert Wakefield	Aug. 17, '08	\$302,400 00	Oct. 23, '08 Nov. 25, '08 Dec. 24, '08 Feb. 25, '09 Mar. 26, '09 Apr. 29, '09 May 27, '09 July 1, '09 Aug. 5, '09	\$11,340 00 34,020 00 61,236 00 47,628 00 15,876 00 34,020 00 11,340 00 11,940 00 75,800 00	3,754 77	Oct. 8, '08
68	Paving East street in the vicinity of piers 42 and 44, and parts of Berry and King streets.	Eureka Construction Co.	Sept. 3, '08	1. 24½c. per sq. ft. for furnishing and paving with new basalt blocks. 2. \$1.98 per lineal foot for furnishing and setting granite curbing. 3. 20c. per lineal foot for furnishing and setting redwood curbing. 4. \$50 for furnishing and constructing each cesspool. 5. \$45 for furnishing and constructing each drain. 6. 75c. per lineal foot for furnishing and laying 10-inch stone sewer pipe.	Oct. 30, '08 Nov. 25, '08 Dec. 31, '09 Jan. 14, '09 Feb. 18, '09	\$2,028 75 7,077 79 10,726 29 947 64 6,926 83	303,200 00	June 25, '09
							27,707 30	Jan. 14, '09

69	Laying asphalt pavement on bulkhead north of Chief Wharfinger's office.	Flinn & Treacy	-----	8½c. persq. foot	-----	Oct. 30, '09 Dec. 4, '09	\$495 79 165 26
70	Alterations on ground floor of the south wing of the Ferry Building.	McLaughlin & Walsh	-----	\$3,950 00	-----	Nov. 25, '08 Dec. 23, '08 Jan. 25, '09 Feb. 25, '09	\$740 62 740 63 1,481 25 987 50
71	Furnish all labor and material and repair shingle roofs on property of the State of California under the jurisdiction of the Board.	R. L. Kalloch Co.	Sept. 24, '08	1. Furnish and lay each square for \$4.97. 2. Refasten each 1,000 old shingles for \$1.38. 3. Furnish and fasten each 1,000 feet of roof boards for \$32.50.	-----	Oct. 17, '08 Oct. 30, '08 Nov. 21, '08 Dec. 4, '08 Dec. 4, '08 Jan. 11, '09 Feb. 11, '09 Mar. 8, '09 Apr. 9, '09 Nov. 12, '09 Dec. 23, '09 Jan. 7, '10	\$676 82 2,837 67 225 61 2,479 39 945 89 826 46 2,599 21 116 80 38 93 199 14 66 38 55 98
72	Lay concrete foundation under walk across East street.	C. S. Harney	Sept. 24, '08	7½c. per square foot	-----	July 1, '09	\$226 69
73	Alterations of postoffice quarters in the Ferry Postoffice Building.	W. A. Fann	Oct. 1, '08	\$1,248 00	-----	Nov. 13, '08 Dec. 19, '08	\$936 00 312 00
74	Construction of a bulkhead wharf along section 12 of the seawall*.	Pacific Construction Co.	-----	64,500 00 Additional 10,000 00	-----	Nov. 25, '08 Dec. 24, '08 Jan. 23, '09 Feb. 23, '09 Mar. 26, '09 Apr. 22, '09 May 6, '10	\$5,046 87 12,578 13 10,430 00 7,263 75 8,006 23 13,775 00 12,275 00
75	Repiling and repairing the several wharves, piers, bulkhead, and ferry slips under the control of the Board.	Thomson Bridge Co.	Oct. 8, '08	-----	-----	Nov. 20, '08 Dec. 11, '08 Jan. 14, '09 Feb. 8, '09 Mar. 12, '09 Mar. 12, '09 Apr. 9, '09 May 7, '09 June 3, '09 July 9, '09 July 15, '09 Aug. 7, '09 Sept. 8, '09 Oct. 19, '09 Nov. 19, '09	\$2,701 11 3,786 63 6,395 19 6,372 91 6,026 99 130 00 10,208 11 7,832 10 6,249 45 10,441 91 862 12 8,305 14 11,624 67 5,221 03 1,769 69

\$7,926 48 | Oct. 12, '09
for settlement.

* Penalty exacted—58 days at \$50 per day, \$2,900.
† Bonus paid 8 days at \$100 per day, \$800.

Work contracted for and completed within the Biennial Term—Continued.

No.	Description.	Contractors.	Date of contract.	Contract price.	Date of payments.	Amounts.	Total.	Date of completion.
78	Construction of two freight chutes on pier No. 10 (Howard-street Wharf No. 3).	Hyde, Harjes & Co.-----	Nov. 12, '08	\$287 00	Dec. 4, '08	\$287 00	\$287 00	Dec. 3, '08
79	Alterations on ground floor north wing of the Union Depot and Ferry House.*	M. M. Finlayson -----	Nov. 12, '08	23,623 00	Dec. 4, '08 Jan. 11, '09 Feb. 18, '09 Mar. 26, '09 Apr. 29, '09	\$3,543 45 9,744 49 3,543 45 685 86 5,905 75		
80	Furnishing and delivering rock for the construction of section 11 of the seawall.**	Gray Bros. Crushed Rock Co.	Nov. 25, '08	69½c per short ton -----	Mar. 8, '09 Apr. 9, '09 May 7, '09 June 4, '09	\$820 57 1,592 87 1,281 42 2,207 94	23,423 00	Mar. 25, '09
81	Furnish labor and material and construct a Chief Wharfinger's office at the foot of Clay street.***	Frank Gallagher -----	Dec. 3, '08	3,489 00	Jan. 11, '09 Mar. 26, '09 Apr. 29, '09 Apr. 1, '09	\$785 02 1,796 73 872 25 45 00	5,902 30 (extras) 3,499 00	Mar. 25, '09
82	Removing portions of Beale and Brannan-street wharves.	Healy-Tibbitts Construction Co.	Dec. 10, '08	1,390 00	Jan. 14, '09 Feb. 18, '09	\$1,042 50 347 50	1,390 00	Jan. 14, '09
83	Construction of a wharf along Illinois street, south of Santa Clara street, in Central Basin.f	Mercer-Fraser Company.	Dec. 31, '08	57,741 00	Mar. 26, '09 Apr. 29, '09 May 27, '09 July 1, '09 Aug. 12, '09 Sept. 23, '09 Dec. 30, '09 Feb. 3, '10	\$6,062 80 1,702 24 9,527 26 12,991 72 6,495 87 4,330 57 565 29 14,435 25		
84	Construction of a concrete bulkhead and office foundation at pier No. 3†	Healy-Tibbitts Construction Co.	Feb. 4, '09	960 00	Apr. 29, '09 Apr. 29, '09 June 4, '09	\$720 00 854 79 240 00	56,141 00 (extras) 1,814 79	Dec. 30, '09 Apr. 29, '09
85	Construction of pier No. 38§	Healy-Tibbitts Construction Co.	Nov. 25, '08	279,000 00	Apr. 29, '09 May 29, '09 July 1, '09 July 29, '09 Sept. 7, '09 Sept. 15, '09 Oct. 22, '09	\$31,387 50 48,127 50 66,060 00 31,387 50 20,925 00 17,662 50 72,150 00		
86	Construction of office buildings under sheds on piers 42 and 44.	W. L. Graff -----	Feb. 25, '09	2,894 00	Mar. 8, '09 Apr. 1, '09 May 7, '09	\$651 15 1,519 35 723 50	2,894 00	Apr. 1, '09

87	Furnishing and installing two hot water heating plants in the offices on piers 42 and 44.	John G. Sutton Co.	Feb. 25, '09	1,080 00	Apr. 29, '09 June 4, '09	\$810 00 270 00	Apr. 29, '09	1,080 00
89	Construction of shed on pier No. 8 (Howard-street Wharf No. 2).	J. I. Mitrovich	Mar. 4, '09	750 00	Apr. 29, '09 June 4, '09	\$562 50 187 50	Apr. 29, '09	750 00
90	Construction of pier No. 36	Associated Contracting Co.	Apr. 15, '09	364,000 00	July 1, '09 July 29, '09 Sept. 2, '09 Sept. 30, '09 Oct. 28, '09 Dec. 2, '09 Dec. 30, '09 Feb. 3, '10 Feb. 18, '10 Feb. 18, '10 Mar. 3, '10 May 6, '10	\$13,650 00 34,000 00 81,900 00 27,300 00 27,300 00 27,300 00 27,300 00 15,862 50 769 81 300 00 85,319 00 6,418 50	(extras) (changes)	388,019 81
91	Furnishing steel beams for section 7 of the seawall.	Judson Manufacturing Co.	Apr. 29, '09	\$1,540 00	Aug. 20, '09 Sept. 23, '09	\$1,155 00 385 00	Feb. 3, '10	388,019 81
92	Construction of a shed over pier No. 21 (Filbert-street Wharf).	W. L. Graff	May 6, '09	12,843 00 Plus 5,232 15 for 165 ft. extension.	May 27, '09 June 17, '09 July 15, '09 Aug. 12, '09 Sept. 16, '09 Aug. 20, '09 Sept. 16, '09 Oct. 22, '09	\$1,926 45 4,816 12 2,408 07 481 61 3,210 75 2,354 47 1,569 64 1,308 04	Aug. 19, '09	1,540 00
94	Furnishing and installing an ornamental iron fence in the Southern Pacific Co.'s and Key Route waiting rooms.	Ralston Iron Works	May 13, '09	1,515 00	July 1, '09 Aug. 20, '09	\$1,136 25 378 75	Sept. 16, '09	18,075 15
95	Furnishing eucalyptus piles.....	N. H. Hickman	May 20, '09	20c. per lin. ft. for 12 in. 21c. per lin. ft. for 13 in. 22c. per lin. ft. for 14 in. 23c. per lin. ft. for 15 in. 24c. per lin. ft. for 16 in.	June 21, '09 July 30, '09 Aug. 20, '09 Sept. 16, '09 Oct. 23, '09	\$2,402 07 2,884 82 5,303 90 6,431 33 704 18	July 1, '09	1,515 00
							Oct. 23, '09	17,676 50

* Bonus paid—4 days at \$50 per day, \$200.

** Contract canceled June 10, 1909, on account of failure to complete contract within time specified. See Contract 104 for completion. Suit instituted against Gray Bros. Crushed Rock Co. and bondsmen for damages. See report of Attorney.

*** Penalty exacted—34 days at \$10 per day, \$35.

† \$1,600 retained because contractor was unable to coat 70 piles on account of insufficient dredging.

‡ Extra work not included in specifications ordered done amounting to \$854.79.

§ Bonus paid—96 days at \$100 per day, \$9,600.

|| Bonus paid—29½ days at \$100 per day, \$2,950.

Work contracted for and completed within the Biennial Term.—Continued.

No.	Description.	Contractors.	Date of contract.	Contract price.	Date of payments.	Amounts.	Total.	Date of completion.
97	Construction of section 8 of seawall -----	American Construction Co. (assigned to Associated Contracting Co., June 17, 1909).	June 17, '09	\$80,000 00	Dec. 30, '09 Jan. 27, '10 Feb. 24, '10 Mar. 10, '10 Mar. 18, '10 Mar. 18, '10 Apr. 14, '10 Apr. 14, '10	\$15,000 00 7,500 00 28,000 00 9,000 00 9,079 70 (extra rock) 300 00 (false work) 3,589 38 (extra rock) 20,000 00		
98	Cover with reinforced concrete such standard and mooring piles as the Board may direct for a period of one year.	Mercer-Fraser Co. -----	June 24, '09	\$1.55 per lin. ft. -----	Feb. 18, '10 Mar. 24, '10	\$1,854 48 618 16	\$22,969 06	Mar. 10, '10
99	Repairing clam-shell bucket for dredger No. 3.	Union Iron Works -----	June 24, '09	696 00	Aug. 20, '09 Sept. 23, '09	\$522 00 174 00	2,472 64	June 24, '10
100	Furnish one four-yard dredger bucket for dredger No. 3.	Stockton Iron Works -----	July 1, '09	1,890 00	Oct. 22, '09	\$1,890 00	1,890 00	Aug. 19, '09
101	Paving a portion of seawall lot No. 8 -----	H. B. Mayo -----	Contract canceled November 11, 1909.					Oct. 5, '09
102	Furnishing ornamental iron ticket taker booths for Southern Pacific and Key Route waiting rooms.	Guilfooy Cornice Works --	July 1, '09	\$94.00 per booth -----	Oct. 15, '09 Nov. 19, '09	\$916 50 305 50	1,222 00	Oct. 14, '09
104	Furnish and deliver stone for the completion of section 11 of the seawall.	Healy-Tibbitts Construction Co.	July 8, '09	\$1,045 per ton of 2,000 lbs. for rock delivered in core. \$1.48 per ton of 2,000 lbs. for rock delivered on slope.	Aug. 5, '09 Sept. 2, '09 Sept. 30, '09 Oct. 28, '09 Dec. 2, '09	\$16,523 55 23,389 00 14,533 08 4,959 12 19,801 58		
105	Furnishing materials and paving Second street from King street south to bulkhead wharf.	Flinn & Treacy -----	July 8, '09	1. Furnishing and paving with basalt blocks (preparing roadbed included), 28c. per sq. ft. 2. Furnishing and setting granite curb (curved curb included), \$1.95 per lin. ft. 3. Constructing storm water catch basins, \$75 each. 4. Furnishing and laying 10-inch stone sewer pipe, \$1 per lin. ft. 5. Furnishing and laying 15-inch stone sewer pipe, \$6 per lin. ft.	Sept. 2, '09 Oct. 28, '09 Dec. 2, '09	\$1,679 47 4,548 11 2,075 86	79,206 33	Oct. 28, '09
							8,303 44	Oct. 28, '09

106	Furnish materials and erect two office buildings on the bulkhead at pier No. 5 (Washington-street Wharf).*	M. M. Finlayson and Herman R. Sietlin, Jr.	July 22, '09			Sept. 8, '09 Oct. 8, '09 Dec. 2, '09 Dec. 23, '09	\$4,980 00 4,357 50 1,920 00 3,968 75				
107	Furnish and deliver all the structural steel for bulkhead section 7 of the seawall.	Mortenson Construction Co.	July 29, '09			Aug. 20, '09 Sept. 23, '09	\$1,423 50 474 50	15,226 25	Dec. 2, '09		
108	Construction of office building, with storage rooms underneath, under shed on pier No. 21 (Filbert-street Wharf).	W. L. Graff	July 29, '09			Aug. 28, '09 Sept. 30, '09	\$1,001 25 333 75	1,898 00	Aug. 19, '09		
109	Furnish materials and construct an approach to pier 40 and a bulkhead wharf between piers 38 and 40.**	Western Bridge and Construction Co.	Aug. 5, '09			Sept. 16, '09 Oct. 18, '09 Nov. 12, '09 Nov. 19, '09 Dec. 23, '09	\$2,775 14 7,808 48 9,606 27 332 36 6,890 75	1,335 00	Aug. 26, '09		
110	Furnish materials and labor for alterations in Southern Pacific baggage room in south wing of Ferry Building.†	McLaughlin & Walsh	Aug. 11, '09			Sept. 8, '09 Sept. 16, '09 Oct. 22, '09	\$1,672 88 707 62 793 50	27,563 00	Nov. 18, '09		
111	Furnish materials and lay asphalt pavement on bulkhead wharf of section 7 of seawall.	Flinn & Treacy	Sept. 23, '09		9c. per sq. foot	Oct. 22, '09 Nov. 23, '09	\$1,406 97 468 99	3,174 00	Sept. 8, '09		
112	Construct wing wall extending from westerly line of Beale street with northerly line of Brannan street to inner slope of section 11 of the seawall.	Healy-Tibbitts Construction Co.	Oct. 7, '09		99c. per ton of 2,000 lbs.	Nov. 26, '09 Dec. 30, '09 Dec. 30, '09	\$2,227 50 1,887 27 742 50	1,875 96	Oct. 21, '09		
114	Removing pier No. 2 (Mission-street Wharf No. 1).	Associated Contracting Company.	Oct. 28, '09			Mar. 18, '10 Apr. 22, '10	\$1,460 25 486 75	4,857 27	Dec. 30, '09		
115	Furnish labor and materials for construction of bulkhead wharf along section 11 of the seawall.†	Associated Contracting Company.	Nov. 11, '09			Mar. 31, '10 Apr. 29, '10 May 19, '10 June 23, '10	\$10,292 17 17,889 77 6,175 31 12,635 75	1,947 00	Mar. 17, '10		
116	Paving a portion of seawall lot No. 8.	Benjamin M. Gram	Nov. 18, '09		27c. per sq. foot for paving, 22c. per lin. ft. for redwood curbing.	Jan. 14, '10 Feb. 18, '10	\$1,866 57 622 19	46,943 00	May 19, '10		
119	Remove Spear-street Wharf (including shed over same) and portion of adjoining bulkhead wharf.	Associated Contracting Company.	Dec. 9, '09		2,793 00 and contractor to keep the material therefrom.	Mar. 3, '10	\$2,793 00	2,488 76	Jan. 13, '10		

Contractors differed from amount of specifications to amount of \$684.75.

* Penalty exacted—29 days at \$25 per day, \$725.

** Penalty exacted—18 days at \$50 per day, \$900.

† Bonus paid—8 days at \$25 per day, \$200.

‡ Penalty exacted—24 days at \$50 per day, \$1,200.

Work contracted for and completed within the Biennial Term.—Continued.

No.	Description.	Contractors.	Date of contract.	Contract price.	Date of payments.	Amounts.	Total.	Date of completion.
20	Furnish and deliver girder rails and special work at the Belt Railroad along sections 11, 12, and 13 of the seawall.	Pennsylvania Steel Co...	Dec. 9, '09	\$57.75 per ton for 9-inch girder rail. \$4.50 per pair for channel plates complete. 55c. each for brace tie plates. 30c. each for cushion tie plates. All special work as shown on plans with manganese hard center construction for \$14,563.00.	Apr. 14, '10 May 20, '10	\$23,833 67 7,961 23	\$31,844 90	Apr. 14, '10
121	Furnish materials and construct three portable coke hoppers.	Moore & Scott Iron Works	Dec. 16, '09	\$2,175 00	Jan. 27, '10 Mar. 3, '10	\$1,631 25 543 75	2,175 00	Jan. 27, '10
122	Furnish and install a hot water heating plant in the offices on pier No. 40.	T. M. Collins	Dec. 23, '09	438 00	Jan. 20, '10 Feb. 24, '10	\$328 50 109 50	438 00	Jan. 20, '10
124	Furnish and set granite and redwood curbing along the east side of Illinois street, and construct storm water catch basins.	Benjamin M. Cram. (Assigned to C. Demetarak February 3, 1910)	Feb. 3, '10	\$1.75 per lin. ft. for furnishing and setting granite curb. \$0.22 per lin. ft. for furnishing and setting 6-inch by 10-inch redwood curb. \$55 to construct each corner storm water catch basin. \$50 to construct each intermediate catch basin. \$80.75 per lin. ft. to furnish, lay and connect 10-inch stone sewer pipe.	Apr. 14, '10 May 20, '10	\$1,842 16 614 06	2,456 22	Apr. 7, '10
126	Furnishing materials and paving Francisco street from the center line of Montgomery street to the westerly line of seawall lot No. 5.	A. E. Hennessey	Mar. 23, '10	1. To furnish and pave with basalt blocks (removed and preparing roadbed included) 24c. per sq. ft. 2. To furnish and set granite curb (curved curb included) \$1.75 per lin. ft. 3. To furnish and set 6 in. by 10 in. redwood curb, 1c. per lin. ft.	May 5, '10	\$3,384 24 1,128 08	4,512 32	June 9, '10
52	Purchase old lumber from Board of State Harbor Commissioners for term of one year from date of contract.	G. A. Love	Apr. 20, '08	\$2.25 per M feet		\$1,603 77	1,603 77	Apr. 20, '09

CREDIT CONTRACT.

§ Bonus paid—17 days at \$10 per day, \$170.

Work contracted for since date of last Biennial Report, but not yet completed.

No.	Description.	Contractors.	Date of contract.	Contract price.	Date of payments.	Amounts.	Total.
37	Furnish and deliver fuel oil at the round-house of the Belt Railroad.	Union Oil Company	Jan. 2, '08	\$1.00 per barrel	Feb. 25, '08 Apr. 22, '08 June 23, '08 Aug. 21, '08 Oct. 27, '08 Nov. 21, '08 Jan. 25, '09 Mar. 19, '09 June 21, '09 Aug. 25, '09 Oct. 23, '09 Dec. 18, '09 Feb. 19, '10 Apr. 22, '10 June 18, '10	\$1,143 00 930 00 1,005 00 1,250 00 1,250 00 1,250 00 1,253 75 1,253 75 1,250 00 1,244 88 1,233 68 1,250 00 1,255 62 1,248 75 1,248 75	\$18,062 20
76	Furnishing piles for 3 years.	Hammond Lumber Co.	Oct. 29, '08	12 and 13-inch butts 14c. per lin. ft. 14 and 15-inch butts 15c. per lin. ft. 16, 17 and 18-inch butts 18c. per lin. ft.	Dec. 19, '08 Jan. 23, '09 Feb. 18, '09 Mar. 19, '09 Apr. 16, '09 May 21, '09 June 21, '09 July 15, '09 Aug. 20, '09 Sept. 15, '09 Oct. 23, '09 Nov. 13, '09 Dec. 18, '09 Jan. 22, '10 Feb. 18, '10 Mar. 18, '10 Apr. 22, '10 May 20, '10 June 18, '10	\$4,725 04 6,549 32 6,783 88 4,560 94 10,777 14 5,106 92 3,160 46 3,255 75 4,050 50 2,405 04 913 46 1,724 58 1,053 38 5,870 36 3,270 38 3,541 46 3,405 16 3,932 24 1,214 24	76,730 26
77	Furnishing lumber for two years	Hickman & Masterson (Assigned to N. H. Hickman May 31, '09.)	Nov. 5, '08	Fir (known as pine) from \$15 to \$22.75 per M ft., according to size. Lath from \$3 to \$12 per M pieces, according to length. Pickets from \$6 to \$16 per M pieces, according to length. Ship plank: Rough \$4.5 per M ft. Decking: Rough \$50 per M ft.	Dec. 19, '08 Jan. 23, '09 Feb. 18, '09 Mar. 18, '09 Apr. 16, '09 May 21, '09 June 21, '09 July 15, '09	\$2,362 53 4,635 76 2,388 07 148 54 3,493 87 4,068 06 4,113 31 4,857 11 4,155 95	

Work contracted for since date of last Biennial Report, but not yet completed.—Continued.

No.	Description.	Contractors.	Date of contract.	Contract price.	Date of payments.	Amounts.	Total.
77	Furnishing lumber for two years	Hickman & Masterson (Assigned to N. H. Hickman May 31, '09.)	Nov. 5, '08	Tongue and grooved flooring from \$22 to \$42, according to selection. Stepping S I S from \$25 to \$48 per M ft., according to selection. Rustic from \$25 to \$36 per M ft., according to selection. Rough spruce from \$16 to \$45 per M ft., according to size. Kiln dried fir (known as pine) from \$16 to \$45 per M ft., according to grain. Edwood from \$23 to \$46 per M ft., according to size. Pickets from \$20 to \$25. Rustic: Stock patterns, from \$26 to \$45, according to length. Tongue and grooved: Stock patterns, from \$20 to \$42, according to length. Sundries: Shingles, \$3 to \$4.25 per 1,000; shakes, \$18 and \$19 per 1,000; siding, \$30, $\frac{1}{2}$ by 6, surface measure; battens, $\frac{3}{4}$ by 3, $\frac{1}{2}$ c. per lin. ft.	Aug. 20, '09 Sept. 16, '09 Oct. 23, '09 Nov. 19, '09 Dec. 18, '09 Jan. 22, '10 Feb. 18, '10 Mar. 18, '10 Apr. 22, '10 May 20, '10 June 18, '10	\$12,760 80 15,304 24 9,896 93 3,052 45 4,761 92 17,288 96 13,288 82 7,085 27 5,161 27 3,138 90 4,179 27	\$109,105 33
88	Construction of pier No. 34	Associated Contracting Co. (Assigned to Western Pacific Railway Co. Sept. 16, '09.)	Mar. 18, '09	\$167,730 00	Jan. 14, '10 Feb. 18, '10 Mar. 10, '10 Apr. 14, '10 May 12, '10 June 9, '10	\$18,869 62 18,869 63 16,353 67 33,965 33 18,869 63 12,579 74	119,507 02
93	Furnish not less than 60,000 nor more than 200,000 barrels of cement from Davenport, California.*	Santa Cruz Portland Cement Co.	May 6, '09	\$1.90 per barrel f.o.b. San Francisco....	June 21, '09 July 15, '09 Aug. 20, '09 Oct. 22, '09 Nov. 19, '09 May 6, '10	\$5,638 88 20,762 90 23,922 50 5,138 15 4,052 80 11,311 15	70,866 38
96	Construction of section 9 of the seawall	Associated Contracting Co.	June 10, '09	261,000 00	Apr. 29, '10 June 2, '10 June 30, '10	\$31,320 00 25,447 50 60,682 50	117,450 00

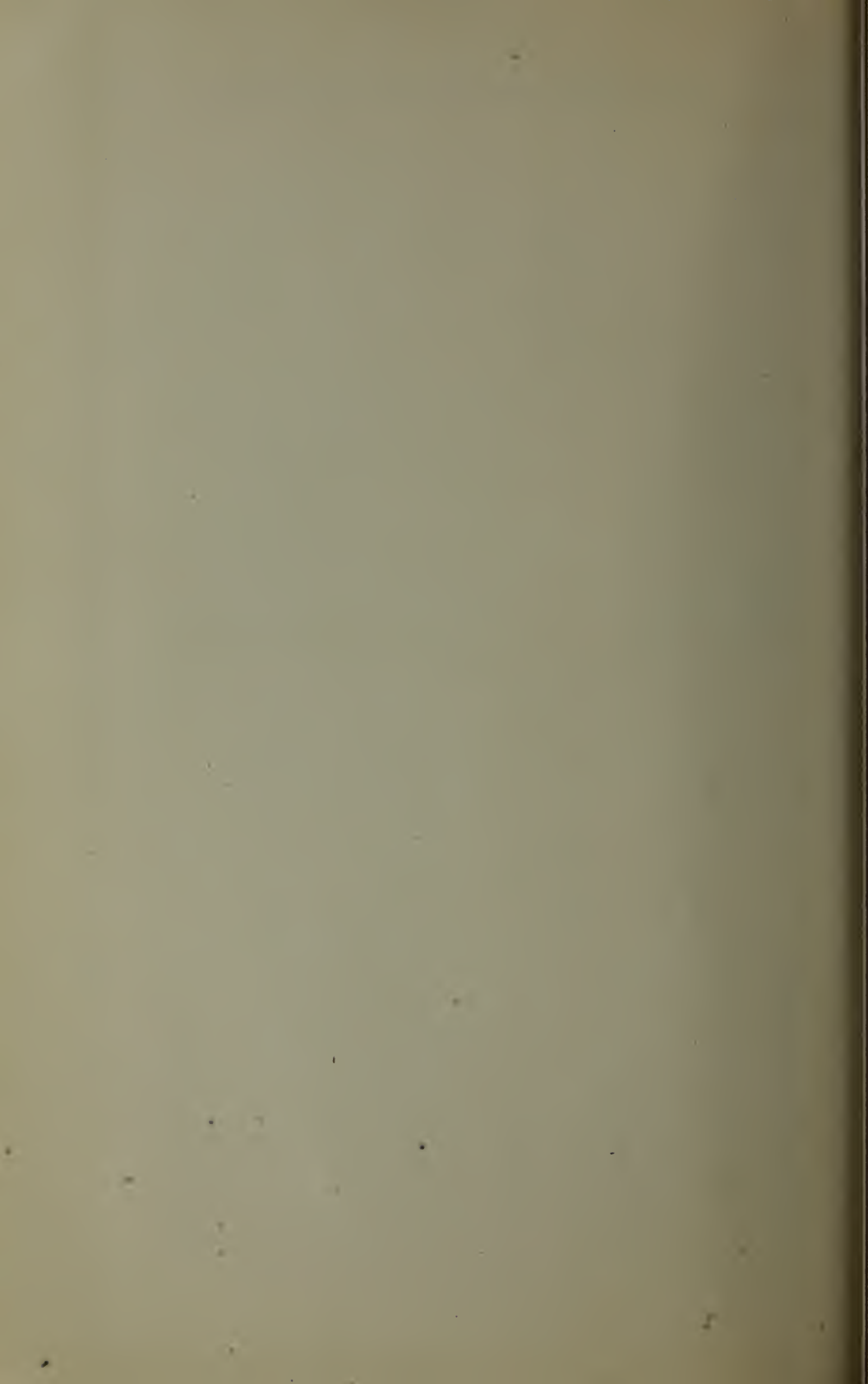
*NOTE.—It was stipulated in this contract that if at any time during its life cement was sold in the market at a lower price than that specified in the contract, the Board of State Harbor Commissioners should receive the benefit of the difference. Evidence of such sales having been proved, the contractor, on April 30, 1910, issued a credit memorandum against outstanding bills, as follows: 25 cents per barrel on 31,755 barrels from May 29, 1909, to January 1, 1910, \$7,588.75.

103	Cleaning East street -----	San Francisco Teaming Co.	July 1, '09	98c. per 1,000 sq. yds. on district No. 7. 67c. per 1,000 sq. yds. on districts Nos. 1, 2, 3, 4, 5, 6, 8, 9, 10, 11, 12.	Sept. 16, '09 Oct. 23, '09 Nov. 19, '09 Jan. 7, '10 Feb. 18, '10 Mar. 18, '10 Apr. 22, '10 May 20, '10 June 18, '10	\$1,529 04 1,354 70 1,349 05 1,083 70 1,083 70 898 74 1,104 06 1,400 36 1,416 73
113	Replanting and repairing the different wharves, piers, bulkheads and ferry slips on the water front of the city and county of San Francisco.	Healy-Tibbitts Construction Co.	Oct. 7, '09	<ol style="list-style-type: none"> 1. Drive, fit and fasten each standard pile (floating driver), \$3.50 per pile. 2. Drive, fit and fasten each standard pile (top driver), \$1.50 per pile. 3. Drive, fit and fasten each standard pile (lowered through roof, including repairing roof), \$15.00 per pile. 4. Drive, fit and fasten each fender pile, \$3.40 per pile. 5. Drive, fit and fasten each brace pile, \$7.00 per pile. 6. Drive, fit and fasten each cluster pile, \$5.00 per pile. 7. Drive, fit and fasten each mooring pile, \$8.00 per pile. 8. Drive, fit and fasten each spring pile along sides and ends of piers, \$3.00 per pile. 9. Drive, fit and fasten each spring pile in slips, \$8.00 per pile. 10. Drive, fit and fasten each cluster pile in nose of slip, \$15.00 per pile. 11. Fit, lay and fasten each one M ft. B. M. of caps, \$10.00 per M ft. 12. Fit, lay and fasten each one M ft. B. M. of compound stringers, \$9.00 per M ft. 13. Fit, lay and fasten each one M ft. B. M. of inner stringers, \$6.00 per M ft. 14. Fit, lay and fasten each one M ft. B. M. of chocks, \$11.00 per M ft. 15. Fit, lay and fasten each one M ft. B. M. of planking, \$7.50 per M ft. 16. Fit, lay and fasten each one M ft. B. M. of curb, \$10.00 per M ft. 17. Fit, lay and fasten each one M ft. B. M. of ribbing in spring fender lines, \$25.00 per M ft. 18. Fit, lay and fasten each one M ft. B. M. of taken-up sound planking, etc., \$5.50 per M ft. 	Nov. 19, '09 Dec. 2, '09 Jan. 7, '10 Feb. 3, '10 Mar. 4, '10 Apr. 3, '10 May 6, '10 June 2, '10	\$4,091 45 5,582 51 7,284 37 9,059 94 8,071 25 6,879 48 6,869 15 5,447 84
						\$13,717 64
						53,295 99

Work contracted for since date of last Biennial Report, but not yet completed.—Continued.

No.	Description.	Contractors.	Date of contract.	Contract price.	Date of payments.	Amounts.	Total.
113	Repiing and repairing the different wharves, piers, bulkheads and ferry slips on the water front of the city and county of San Francisco.	Healy-Tibbitts Construction Co.	Oct. 7, '09	19. Raise and refasten each shed post, \$5.00 per M ft. 20. Fit fasten and trim each one M ft. B. M. of sheathing in slips, \$18.00 per M ft. 21. Fit, lay and fasten each one M ft. B. M. of corbel, \$35.00 per M ft. 22. Fit, lay and fasten each one M ft. B. M. of track stringers, \$8.00 per M ft. 23. Rebolting brace piles with 1½-inch screw bolts, \$2.00 per pile. 24. Rebolting standard piles with 1 by 22-inch blunt bolts, \$1.50 per pile. 25. Rebolting mooring piles with 1-inch screw bolts, \$2.00 per pile. 26. Rent of driver and crew of 8 men, \$10.00 per hour. 27. Rent of driver and crew of 7 men, \$9.50 per hour. 28. Rent of driver and crew of 5 men, \$8.50 per hour. 29. Pulling piles to be redriven in new location, \$10.00 per pile. 30. Percentage of increase for substitution of approved eucalyptus piles for pine piles, 40 per cent.	Feb. 18, '10 Mar. 31, '10 Apr. 29, '10 May 27, '10 June 23, '10	\$9,862 50 33,532 50 27,615 00 31,560 00 29,587 50	\$132,157 50
117	Construction of pier No. 54.	Thomson Bridge Co.	Nov. 24, '09	\$263,000 00	Jan. 7, '10 Jan. 22, '10 Jan. 22, '10	\$3,992 51 9,358 13 146 91	13,497 55
118	Pave East street from King street to north of First street, and also portions of King, Japan, and Townsend streets.	Flinn & Tracey	Dec. 2, '09	To furnish and pave with basalt blocks (including preparing roadway), 29c. per sq. ft. To furnish and set granite curb (curved curb included), \$2 per lin. ft. To furnish and set 6 by 10-inch redwood curb, 25c. per lin. ft. To construct each corner catch basin, \$40. To construct each intermediate catch basin, \$40. To furnish, set and lay 10-inch stone sewer pipe, \$1 per lin. ft.			

123	Furnish all labor and materials and repair all shingle roofs under the jurisdiction of the Board of State Harbor Commissioners.	Ralph Kalloch Company	Jan. 13, '10	1. Furnishing and laying new shingles, per square \$4.87. 2. Each thousand old shingles refastened, \$0.33. 3. Furnishing and fastening each 1,000 ft. B.M. new boards, \$22.50.			
125	Remove pier No. 20 (Stewart-street Wharf)...	Associated Contracting Company.	Feb. 24, '10	\$2,985 00			
127	Furnish and deliver 1,100, more or less, creosoted piles, ship's tackle, San Francisco.	Puget Sound Wood Preserving Company.	Apr. 21, '10	42c. per lin. ft. (estimated at \$31,500 00)			
128	Purchase old lumber from the Board of State Harbor Commissioners for the term of one year from date of contract.	G. A. Love.....	June 23, '10	\$2.25 per thousand feet B.M.			
129	Blasting rock at pier No. 54	Thomson Bridge Company.	June 23, '10	\$18,600 00			



PART VII.

SHIPPING STATISTICS.

Freight Discharged and Loaded over the State Wharves of San Francisco during the fiscal year from July 1, 1908, to June 30, 1909.

Items.	Units.	By shipping other than railroad ferryboats.			Grand totals.
		Discharged.	Loaded.	Totals, discharged and loaded.	
Hay	Tons	13,791	5,941	19,732	52,402
Soft wood lumber	Feet (B. M.)	292,956,184	11,354,118	304,310,302	53,215,400
Hard wood lumber	Feet (B. M.)	1,144,722	293,936	1,438,658	1,363,400
Piles	Number	4,341	1,084	5,425	1,615
Fence posts	Number	19,655	3,950	23,605	5,095
Railroad ties	Feet (B. M.)	2,427,400	44,947	2,472,347	91,133
Redwood shingles	Bundles	207,668	10,481	218,149	9,397
Laths	Bundles	169,137	3,225	172,362	181,759
Shakes	Bundles	18,234	23,444	41,678	7,631
Cordwood	Cords	281	106	387	7,173
Tanbark	Cords	66		66	1,639
Fire bricks	Number	678,009	95,500	773,509	153,500
Bricks, other than fire bricks	Number	9,585,100	163,000	9,748,100	21,315,000
Bricks discharged from one vessel into another	Number	50,000		50,000	50,000
Wool and cotton	Sacks	5,977	256	6,233	44,663
Wool and cotton	Bales	502	91,546	92,048	36,103
Hops	Bales	8,024	3,795	11,819	8,794
Hides of cattle, green and dry	Number	62,878	50,485	113,723	264,046
Skins	Number	39,072		39,072	41,229
Cattle, horses, and mules	Number	3,357	6,143	9,500	106,306
Colts and calves	Number	743	777	1,520	30,611
Sheep, hogs, and goats	Number	15,994	1,827	17,821	518,756
Crushed rock or ballast	Long tons	135,129	10,703	145,832	830
Wheeled vehicles and agricultural implements, set up	Number	1,894	2,494	4,388	481
Empty barrels	Number	3,745	14,512	18,257	82,001
Charcoal	Sacks				85,645
Cement	Tons	24,080	3,166	27,246	74
Lime	Tons	3,004	2,511	5,515	5,607
Beef, pork, and fish	Tons	46,456	17	46,473	3,324
Sugar and syrup	Tons	74,425	16	74,441	74,441
Wines and liquors	Barrels	51,058	54,234	105,292	89,965
Wines and liquors	Pipes	2,065	235	2,300	17,559
Cocanuts	Number	1,153,000		1,153,000	1,153,000

Bananas	126,726	237,530	126,726	20,411	147,137
Crude oil, naphtha, and gasoline	530,673	10,108	768,203	41,181	809,384
Grain	60,699	723,495	70,807	1,846,799	70,807
Merchandise, by weight or measurement	986,272	64	1,709,767	3,556,566	3,556,566
Flour in transit	5,181	15,187	5,245	80,225	383,923
Coal	288,511	1,934	303,698	40,052	40,052
Salt	38,118	1,988	40,052	1,988	1,988
Copra	27,843	400	28,243	28,243	28,243
Sand and gravel	1,682	76	1,682	76	76
Asphalt	4,443	581	5,024	1,682	1,682
Cliff stone	3,093	10	3,103	3,103	3,103
Coke	1,363	1,461	1,363	1,363	1,363
Scrap and pig iron	25	6,752	1,486	1,486	1,486
Fertilizer			6,752	6,752	6,752
United States Government freight					
Ship stores and supplies					

Freight Discharged and Loaded over the State Wharves, San Francisco, during the fiscal year from July 1, 1909, to June 30, 1910.

Items.	Units.	By shipping other than railroad ferryboats.			Grand totals.
		Discharged.	Loaded.	Totals, discharged and loaded.	
Hay	Tons	17,703	18,012	35,715	84,912
Soft wood lumber	Feet (B. M.)	299,096,966	15,529,189	314,626,155	360,044,155
Hard wood lumber	Feet (B. M.)	2,383,937	180,357	2,564,294	4,409,694
Piles	Number	12,955	1,496	14,451	16,966
Fence posts	Number	35,016	1,767	36,783	40,633
Railroad ties	Feet (B. M.)	1,017,660	164,520	1,182,180	1,692,180
Red wood shingles	Bundles	254,420	4,026	258,446	312,236
Laths	Bundles	197,156	3,043	200,199	221,295
Shakes	Bundles	17,200	8,187	25,387	25,387
Cord wood	Cords	1,483	139	1,622	7,056
Tanbark	Cords	326		326	933
Fire bricks	Number	456,250	257,500	713,750	1,324,225
Bricks other than fire bricks	Number	2,246,760	284,775	2,531,535	17,401,335
Bricks discharged from one vessel into another	Number	24,000		24,000	24,000
Wool and cotton	Sacks	2,764	446	3,210	22,924
Wool and cotton	Bales	19,635	65,876	85,511	20,134
Hops	Bales	3,667	808	4,475	105,647
					14,133
					18,608

Freight Discharged and Loaded over the State Wharves, San Francisco, during the fiscal year from July 1, 1909, to June 30, 1910—Continued.

Items.	Units.	By shipping other than railroad ferryboats.			Totals, discharged and loaded.	By railroad ferryboats and cars.	Grand totals.
		Discharged.	Loaded.				
Hides of cattle, green and dry	Number	46,164	51,629	97,793	327,892	425,685	
Skins	Number	10,928	369	11,297	133,228	144,525	
Cattle, horses, and mules	Number	2,841	3,010	5,851	96,323	102,174	
Colts and calves	Number	17	19	36	20,611	20,647	
Sheep, hogs, and goats	Number	20,804	1,474	22,278	639,000	661,278	
Crushed rock or ballast	Long tons	75,076	10,048	85,124	2,051	87,175	
Wheeled vehicles and agricultural implements, set up	Number	1,877	2,392	4,269	19,818	24,087	
Empty barrels	Number	394	13,261	13,655	274,502	288,157	
Charcoal	Sacks			13,655	38,732	38,732	
Cement	Tons	9,959	4,766	14,725	28	14,753	
Lime	Tons	95	292	387		387	
Beef, pork, and fish	Tons	42,450	158	42,608		42,608	
Sugar and syrup	Tons	83,857	766	84,603		84,603	
Wines and liquors	Barrels	75,587	106,664	182,251	156,212	338,463	
Wines and liquors	Pipes	1,589	32	1,621	27,418	29,039	
Cocoanuts	Number	930,500		930,500		930,500	
Bananas	Bunches	208,204	19	208,223	99,085	307,308	
Crude oil, naphtha, and gasoline	Tons	634,923	183,349	818,272		818,272	
Grain	Tons	66,230	4,481	70,711	458	71,169	
Merchandise, by weight or measurement	Tons	1,002,468	744,658	1,747,126	1,990,615	3,737,741	
Flour in transit	Tons	7,330	6,077	13,407		13,407	
Coal	Long tons	294,956	39,308	334,264	114,002	448,266	
Salt	Tons	52,234	417	52,651	35	52,686	
Copra	Tons	10,268		10,268		10,268	
Sand and gravel	Long tons	34,066	140	34,206		34,206	
Asphalt	Long tons	158	67	225		225	
Cliffstone	Long tons						
Coke	Long tons	2,458		2,458		2,458	
Scrap and pig iron, tin and copper	Long tons	10,452	355	10,807		10,807	
Fertilizer	Long tons	7,998	1,006	9,004		9,004	
United States Government freight	Tons	3,306		3,306		3,306	
Ships' stores and supplies	Tons	64	1,015	1,079		1,079	
	Tons		5,236	5,236		5,236	

Tons of Freight Discharged and Loaded over the State Wharves during the sixteen years from 1894 to 1910.

Year.	Tons.
1894-95	3,729,367
1895-96	3,848,461
1896-97	3,657,219
1897-98	3,894,362
1898-99	4,154,453
1899-00	4,646,157
1900-01	5,048,831
1901-02	4,890,679
1902-03	5,203,485
1903-04	5,528,048
1904-05	5,292,113
1905-06	5,748,992
1906-07	6,802,793
1907-08	6,468,527
1908-09	6,325,078
1909-10	6,866,148
Total	82,104,713

Schedule of Dockings at the State Wharves of San Francisco during the fiscal year from July 1, 1908, to June 30, 1909.

Wharf.	American ocean steamers.	Foreign steamers.	Bay and river steamers.	American ships, barks, etc.	Foreign ships, barks, etc.	Tugs and launches.	Schooners and sloops.	Barges and lighters.	U. S. Government steamers and tugs.	Total.
Fisherman. Small fishing boats only.										
Section 1, seawall	1,633		127	4	3	106	115	301	1	2,290
Section 2, seawall	143		466			1	69	24		703
Section 3, seawall	219		29			29	92	101		470
Pier No. 25 (Greenwich street No. 2)	71	2	20	2		4	47	44		190
Pier No. 23 (Greenwich street No. 1)	92	1	14	7		69	81	92		286
Pier No. 21 (Filbert street)	23	6	7	28		74	148	19		352
Pier No. 19 (Union street No. 2)	47	58	66	7			170	29	1	388
Pier No. 17 (Green street)	37	5	28	26		9	143	90	5	376
Pier No. 15 (Green street)	1		31			41	12	378		464
Pier No. 13 (Vallejo street)	196		24	5		111	228	420		984
Pier No. 11 (Broadway No. 2)	187		5				40	52	1	286
Pier No. 9 (Broadway No. 1)	272		60				135	21		488
Pier No. 7 (Pacific street)	365	4	36	12	2		81	107		607
Pier No. 5 (Jackson street)	1		1,862			5	289	98	52	2,307
Pier No. 3 (Washington street)			923			18	4	4	1,460	2,409
Pier No. 1 (Clay street)			784			1,217		4		2,005
Union Depot and Ferry House. Transbay ferry service.										
Pier No. 2 (Mission street No. 1)	1,258		512	1		8	60	6		1,845
Pier No. 4 (Mission street No. 2)	272	9	4	24	6	2,200*	63	90	6	2,674
Pier No. 6 (Howard street No. 1)	74	1	14	24	57	6,580	169	132	18	7,069
Pier No. 8 (Howard street No. 2)	100		63		1	301	50	87	29	631
Pier No. 10 (Howard street No. 3)	107		9	24		1,540	152	126	3	1,961
Pier No. 12 (Folsom street No. 1). U. S. Army transport service.										
Pier No. 14 (Folsom street No. 2)	61	41	9	9		6	144	149	6	425
Pier No. 16 (Harrison street)	308	1	297	7		1	212	15	1	842
Pier No. 20 (Stewart street)	308	7	152	31			454	216		1,168
Pier No. 24 (Spear street)	210		12				185	99	2	1,508
Pier No. 28 (Main street)	534		7	5	1	18	392	164	31	1,152
Pier No. 32 (Beale street)	93	1	4	20	11	11	111	66	3	320
Piers Nos. 42 and 44 (Pacific Mail dock)	704	49	147	5	3	378	155	520	44	2,005
Third street	125		5	5		110	1,047	79		1,371
Berry street	87		1	2			124	76		290
Channel street	148	2	5	2	4	1	434	106	4	706
Center street	627	38	126	20	13	90	246	499	10	1,669
Totals	8,303	225	5,849	270	190	12,941	5,652	4,144	1,677	39,251

* Launches estimated.

Ocean steamships docking at the State Wharves of San Francisco during the two
fiscal years from July 1, 1908, to June 30, 1910.

Net tonnage is by American measurement wherever obtainable; where not obtainable, it is by Lloyd's measurement, and marked*.

Nation- ality.	Name.	Net tonnage.	Nation- ality.	Name.	Net tonnage.
American	Aberdeen	394	British	Cambrian King	2,544
American	Acapulco	1,759	British	Cariboo	—
American	Acme	269	British	Celtic King	2,589*
American	Admiral Sampson	1,432	British	Celtic Monarch	1,982*
American	Alameda	1,939	British	Century	3,023
American	Alaskan	5,621	British	Chatham	3,036
American	Albion	140	British	Clan Macinnes	3,781
American	Alcatraz	193	British	Claverley	2,639
American	Alitak	73	German	Cleveland	10,300
American	Aquilo (yacht)	103	French	Corse	5,321*
American	Arcata	415	Norwegian	Cecil	2,523
American	Arctic	277	Japanese	Chiyo Maru	7,250
American	Argo	112	American	Daisy	379
American	Argyll	1,880	American	Daisy Freeman	436
American	Arizonan	5,621	American	Daisy Mitchell	395
American	Asuncion	1,323	American	Delhi	582
American	Aurelia	233	American	Del Norte	279
American	Aztec	2,298	American	Despatch	539
British	Aeon	3,025	American	Doris	425
British	Ardmount	2,577	British	Dakotah	2,593*
British	Ashtabula	4,541	American	Edith	1,495
British	Asia	2,936*	American	Elizabeth	284
German	Acilia	5,764	American	Ellen	226
German	Alesia	3,371*	American	Enterprise	1,681
German	Amasis	2,938	American	Eureka	312
German	Ammon	2,944*	American	Excelsior	261
German	Anubis	3,089*	American	Expansion	113
German	Arabia	3,080	British	Earl of Elgin	3,508
German	Assuan	3,081*	British	El Lobo	2,948*
German	Augustus	3,783	British	English Monarch	3,471
French	Amiral Duperre	3,254	German	Ella	2,250*
French	Amiral Exelmans	3,221	German	Erna	2,173*
French	Amiral Fourichon	3,186*	Norwegian	Eir	2,687
French	Amiral Hamelin	3,188	American	F. A. Kilburn	458
French	Amiral Magon	3,588*	American	F. S. Loop	445
French	Amiral Olry	3,570	American	Fairhaven	437
Norwegian	Aagot	2,931	American	Fair Oaks	533
Norwegian	Alden	2,430*	American	Falcon	955
American	Bandon	350	American	Fifield	440
American	Bear	2,779	American	Francis H. Leggett	975
American	Beaver	2,779	American	Fulton	265
American	Bee	375	British	Forer	3,119
American	Bowdoin	448	American	G. C. Lindauer	287
American	Breakwater	793	American	George Loomis	401
American	Brooklyn	216	American	Geo. F. Haller	81
American	Brunswick	349	American	Geo. W. Elder	1,224
American	Buckman	1,259	American	Geo. W. Fenwick	1,193
British	Bannockburn	4,052	American	Governor	2,401
British	Bessie Dollar	3,682	American	Grace Dollar	280
British	Boverie	3,722	American	Gray's Harbor	374
American	Capastrano	362	American	Greenwood	144
American	Carlos	541	American	Gualala	158
American	Carmel	401	British	Gymerle	3,144
American	Cascade	339	American	Hanalei	502
American	Casco	298	American	Harold Dollar	607
American	Centralia	324	American	Helene	307
American	Charles Nelson	397	American	Helen P. Drew	178
American	Chehalis	421	American	Herman (whaler)	229
American	Chilkat	98	American	Hillonian	1,810
American	China	3,186	American	Homer	371
American	City of Long Beach	191	American	Houquam	440
American	City of Panama	1,046	American	Hornet	402
American	City of Para	2,504	American	Humboldt	688
American	City of Puebla	1,712	American	Hyades	2,932
American	City of Sydney	1,965	British	Hazel Dollar	3,581
American	City of Topeka	746	British	Hyndford	3,503
American	Claremont	418	German	Hermionthis	3,174
American	Coaster	353	Austrian	Hermine	2,416*
American	Colonel E. L. Drake	3,307	Norwegian	Henrik Isben	3,764
American	Columbian	5,598	Norwegian	Heracles	3,411
American	Coos Bay	403	Norwegian	Herin	2,751
American	Coquille River	265	Norwegian	Hornelen	2,660
American	Coronado	381	American	Iacua	162
American	Costa Rica	1,166	American	Indiana	2,561
American	Cuzaco	895	American	Isthmian	3,463
American	Czarina	793	British	Indiana	3,081

Ocean steamships docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1908, to June 30, 1910—Continued.

Net tonnage is by American measurement wherever obtainable; where not obtainable, it is by Lloyds measurement, and marked*.

Nation- ality.	Name.	Net tonnage.	Nation- ality.	Name.	Net t
British	Inveric	3,387	American	Pasadena	235
British	Inverkip	3,589	American	Pennsylvania	2,567
British	Inverness	2,428	American	Peru	2,539
British	Invertry	3,766	American	Phoenix	160
German	Itauri	2,941*	American	Pleades	2,932
American	J. Marhoffer	334	American	Point Arena	171
American	J. A. Chanslor	3,121	American	Pomo	235
American	J. B. Stetson	521	American	Prestiss	267
American	J. C. Elliot	29	American	President	2,393
American	J. J. Loggie	220	American	Queen	1,672
American	J. L. Luckenbach	3,192	American	Quinhault	426
American	James S. Higgins	249	American	R. D. Inman	427
American	Jeanette (whaler)	862	American	Rainier	519
American	Jennie	69	American	Ramona	671
American	Jim Butler	343	American	Ravalli	777
American	Johan Poulsen	423	American	Raymond	350
British	Janeta	3,136	American	Redondo	462
American	Kadiak	58	American	Riverside	955
American	Kansas City	2,163	American	Roanoke	1,654
American	Karluk (whaler)	247	American	Roma	2,164
American	Katherine	292	American	Rose City	2,154
American	Klatnath	662	British	Roscerans	1,816
American	Korea	5,651	British	River Clyde	2,738
American	Kvichak	610	British	Riverdale	3,408
British	Katanga	2,321	German	Radames	3,119*
British	Kilburn	2,196	German	Ramses	2,352
British	Knight of St. George	1,154	American	Saginaw	498
American	Lakme	404	American	St. Croix	1,064
American	Lansing	3,428	American	St. Helens	779
American	Leelanaw	1,377	American	Samoa	237
American	Lchua	129	American	San Gabriel	812
American	Lucero (yacht)	21	American	San Jacinto	352
American	Lucy Neff	759	American	San Jose	1,538
American	Lurline	3,725	American	San Juan	1,496
British	Lord Sefton	3,026	American	San Pedro	859
American	M. F. Plant	941	American	Santa Barbara	527
American	Mackinaw	2,005	American	Santa Clara	1,208
American	Majestic	449	American	Santa Monica	818
American	Manchuria	8,730	American	Santa Rosa	1,335
American	Mandala	266	American	Sea Foam	265
American	Mariposa	1,939	American	Senator	1,835
American	Marshfield	294	American	Shasta	517
American	Mayfield	1,118	American	Shawmut	1,100
American	Mayfair	420	American	Shawmut	452
American	Melville Dollar	921	American	Shina Yak	341
American	Mexican	5,598	American	Shoshone	5,655
American	Missourian	5,077	American	Siberia	647
American	Mongolia	3,730	American	Sibyl Marston	3,756
American	Montara	1,695	American	Sierra	392
British	M. S. Dollar	2,699	American	Signal	270
British	Magdala	3,543	American	South Bay	225
British	Mancunia	2,287*	American	South Coast	1,289
German	Memphis	2,519	American	Spokane	955
German	Mera	3,087*	American	Stanley Dollar	1,260
American	Nann Smith	1,192	American	State of California	370
American	National City	220	American	Svea	302*
American	Navarro	171	British	St. Denis	3,798
American	Nebraskan	2,824	British	Seminole	3,573
American	Nevadan	2,824	British	Strathlome	3,016
American	Newburg	333	British	Strathroy	3,017
American	Newport	1,806	British	Strathspey	2,850*
American	Nome City	597	British	Strathway	4,001
American	North Fork	244	German	Sais	3,928
American	Northland	560	German	Sakkarah	4,453
American	Norwood	492	German	Salatis	3,828
American	Noyo	220	German	Sobara	3,819
American	Nushagak	478	German	Scrap	3,933
German	Neptun	141*	German	Serapis	4,492
German	Nicomedia	3,747	German	Sotos	3,845
German	Numantia	3,696	German	Sisak	2,789*
Japanese	Nippon Maru	3,442	Norwegian	Solia	419
American	Olson and Mahony	779	American	Tahoe	1,103
American	Olympia	1,730	American	Tallac	422
American	Olympic	454	American	Tamapais	1,451
British	Oberon	3,161*	American	Tampico	453
French	Ouessant	5,317*	American	Temple E. Door	5,636
			American	Thistle	56

Ocean steamships docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1908, to June 30, 1910—Continued.

Net tonnage is by American measurement wherever obtainable; where not obtainable, it is by Lloyds measurement, and marked*.

Nationality.	Name.	Net tonnage.	Nationality.	Name.	Net tonnage.
American	Thos. L. Wand	413	American	Washealore	178
American	Tiverton	336	American	Washington	367
American	Tyee, Jr.	71	American	Washtenaw	2,003
British	Taunton	2,461*	American	Wasp	360
British	Tonawanda	2,183	American	Watson	1,237
British	Tweeddale	3,149	American	Wellesley	430
British	Tymeric	2,324	American	Westerner	369
Norwegian	Thode Fagelund	3,095	American	Westport	154
Norwegian	Thor	3,152	American	Whitesboro	144
Norwegian	Titania	2,315*	American	Whittier	798
Norwegian	Tordenskjoeld	2,527	American	Wilhelmina	4,402
Norwegian	Tricolor	3,283	American	Willapa	433
Japanese	Tenyo Maru	7,265	American	William H. Murphy	673
American	Umatilla	2,168	American	Winnebago	500
American	Unimak	158	British	Wellington	1,267*
German	Uarda	3,853	German	Walkure	2,520
American	Vanguard	228	German	Wotan	2,463
American	Virginian	5,077	American	Yellowstone	456
German	Vadso	698*	American	Yosemite	525
American	W. S. Porter	3,524	British	Yeddo	3,231

Square-rigged sailing vessels docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1908, to June 30, 1910.

Net tonnage is by American measurement wherever obtainable; where not obtainable, it is by Lloyds measurement, and marked*.

Nationality.	Rig.	Name.	Net tons.
American	Ship	Abner Coburn	1,878
American	Ship	Acme	2,987
American	Bark	Agate	595
American	Bark	Albert	624
American	Ship	Alex. Gibson	2,043
American	Barkentine	Amaranth	1,062
American	Barkentine	Amazon	1,105
American	Bark	Amy Turner	900
American	Bark	Andrew Welch	863
American	Bark	Annie Johnson	976
American	Barkentine	Archer	845
American	Ship	Aryan	1,989
American	Ship	Astral	2,987
American	Barkentine	Aurora	1,070
British	Ship	Acamas	1,715*
British	Ship	Allerton	1,938*
British	Bark	Antiope	1,880*
French	Bark	Anne de Bretagne	1,571*
German	Ship	Adolf	1,480*
German	Ship	Albert Rickmers	1,880*
German	Bark	Alsterberg	3,049*
German	Bark	Alsterufer	2,507*
Italian	Ship	Amphitrite	1,683*
Chilean	Bark	Andromeda	1,176*
American	Bark	B. P. Cheney	1,200
American	Barkentine	Benicia	653
American	Bark	Big Bonanza	1,243
American	Ship	Bohemia	1,328
British	Bark	Balasore	2,562*
British	Bark	Battle Abbey	1,465*
British	Ship	Beacon Rock	1,789*
British	Ship	Blackbraces	2,116*
British	Bark	British Yeoman	1,860*
British	Ship	Bucleuch	1,334*
French	Bark	Bayard	1,970*
French	Ship	Bayonne	2,241*
French	Bark	Belen	1,987*
French	Ship	Biarritz	2,252*
French	Bark	Boieldieu	1,981*
French	Bark	Brenn	1,959*
French	Bark	Bretagne	1,914*
French	Bark	Brizeux	1,963*

Square-rigged sailing vessels docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1908, to June 30, 1910—*Continued.*

Net tonnage is by American measurement wherever obtainable; where not obtainable, it is by Lloyds measurement, and marked*.

Nationalty.	Rig.	Name.	Net tons.
American	Bark	C. D. Bryant	823
American	Barkentine	Centennial	1,138
American	Ship	Charles E. Moody	1,734
American	Barkentine	Charles F. Crocker	762
American	Bark	Charmer	1,727
American	Barkentine	Chehalis	642
American	Barkentine	City of Papeete	370
American	Ship	Columbia	1,328
American	Barkentine	Coronado	1,007
British	Bark	California	2,461*
British	Bark	Carmanian	1,773*
British	Bark	Cissie	1,848*
British	Bark	Colony	1,598*
British	Bark	Crown of Germany	2,154*
American	Bark	Diamond Head	952
British	Bark	Dowan Hill	1,976*
British	Bark	Drummuir	1,798*
British	Ship	Dunsyre	2,056*
French	Bark	Duc d'Aumale	1,944*
American	Barkentine	Echo	650
American	Ship	Edward Sewall	2,916
American	Bark	Electra	939
American	Bark	Emily F. Whitney	1,207
British	Barkentine	Everett G. Griggs	2,351*
French	Bark	Emilie Siegfried	2,754*
French	Ship	Ernest Reyer	2,278*
French	Bark	Ernest Siegfried	2,754*
German	Bark	Edmund	2,914*
American	Ship	Falls of Clyde	1,748
American	Barkentine	Fremont	328
American	Bark	Fresno	1,149
American	Barkentine	Fullerton	1,494
French	Bark	Francois	1,945*
French	Bark	Francoise d'Amboise	1,741*
American	Brigantine	Galliee	328
American	Barkentine	Gardiner City	451
American	Bark	Gayhead (whaler)	252
American	Brigantine	Geneva	451
American	Bark	George Curtis	1,680
American	Barkentine	Gleaner	392
American	Ship	Governor Robie	1,481
British	Bark	Glenmark	1,252*
French	Bark	Germaine	1,695*
French	Bark	Grande Duchesse Olga	1,748*
German	Ship	Gertrud	1,627*
American	Bark	Hecla	1,435
American	Ship	Henry Failing	1,824
British	Bark	Holt Hill	2,269*
British	Bark	Hougomont	2,239*
American	Ship	Indiana	1,413
American	Barkentine	Irmgard	614
American	Bark	Isaac Reed	1,488
American	Barkentine	J. M. Griffith	529
American	Bark	James Nesmit	1,632
American	Barkentine	James Tuft	1,043
American	Bark	John and Wmthrop (whaler)	321
American	Barkentine	John C. Meyer	794
American	Ship	John Ena	2,706
American	Barkentine	John Palmer	1,080
French	Ship	Jean Bart	1,981*
French	Bark	Jeanne Cordonnier	1,967*
American	Barkentine	Kohala	776
American	Bark	Koko Head	1,011
British	Bark	Killoram	1,569*
British	Bark	Kilmeny	1,460*
American	Barkentine	Lahaina	994
American	Bark	Levi G. Burgess	1,475
American	Ship	Llewellyn G. Morse	1,271
American	Bark	Louisiana	1,343
British	Bark	Lord Templetown	2,048*
British	Bark	Lucipara	1,779*
French	Bark	Le Perouse	1,913*
French	Bark	Leon Blum	2,316*
American	Ship	McLaurin	1,312
American	Ship	Manga Reva	2,052
American	Barkentine	Mary Winkelman	482
American	Bark	Mohican	784

Square-rigged sailing vessels docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1908, to June, 30, 1910—Continued.

Net tonnage is by American measurement wherever obtainable; where not obtainable, it is by Lloyds measurement, and marked*.

Nationalty.	Rig.	Name.	Net tons.
British	Bark	Marlborough Hill	2,363*
British	Ship	Milverton	2,070*
British	Bark	Musselcrag	1,871*
French	Bark	Marechal Davout	1,941*
French	Bark	Marechal de Turenne	1,939*
French	Bark	Marie Madeleine	1,285*
French	Bark	Marie Molinos	1,715*
French	Bark	Max	1,726*
French	Bark	Mezly	1,391*
German	Bark	Mariechen	2,291*
American	Barkentine	Newsboy	509
American	Bark	Olympic	1,353
American	Ship	Oriental	1,550
American	Bark	Pactolus	1,564
American	Bark	Paramita	1,444
American	Barkentine	Planter	498
American	Barkentine	Puako	1,011
British	Bark	Pegasus	2,438*
British	Bark	Poltalloch	2,139*
French	Bark	Pierre Antonine	2,030*
Norwegian	Ship	Prince George	1,768*
American	Bark	R. P. Rithet	1,043*
American	Barkentine	Retriever	470
American	Ship	Reuce	1,601
French	Bark	Rene	1,976*
German	Bark	R. C. Rickmers	4,698*
American	Barkentine	S. G. Wilder	357
American	Barkentine	S. N. Castle	464
American	Ship	St. David	1,576
American	Ship	St. Francis	1,757
American	Bark	St. James	1,453
American	Bark	St. Katherine	1,000
American	Ship	Santa Clara	1,453
American	Ship	Shenandoah	3,154
American	Ship	Sintram	1,495
American	Ship	Standard	1,461
American	Ship	Star of Alaska	1,554
American	Bark	Star of Chile	874
American	Bark	Star of England	1,705
American	Bark	Star of Finland (formerly Kaiulani)	1,430
American	Ship	Star of France	1,522
American	Ship	Star of Greenland (formerly Hawaiian Isles)	1,974
American	Bark	Star of Holland (formerly Homeward Bound)	1,987
American	Bark	Star of Iceland (formerly Willscott)	1,856
American	Bark	Star of India	1,247
American	Ship	Star of Italy	1,474
American	Bark	Star of Peru	976
American	Ship	Star of Russia	1,898
American	Ship	Star of Scotland	2,146
British	Ship	Samoena	1,809*
British	Ship	Scottish Glens	1,990*
British	Ship	Scottish Moors	2,289*
British	Bark	Simla	2,087*
British	Bark	Strathgryfe	2,190*
French	Bark	St. Louis	1,779*
Norwegian	Bark	Sverre	1,076*
American	Ship	Tacoma	1,671
American	Barkentine	Thos. P. Emigh	923
British	Bark	Tinto Hill	2,067*
French	Ship	Thiers	2,951*
French	Bark	Turgot	1,059*
French	Bark	Ville du Havre	2,446*
French	Bark	Ville de Mulhouse	2,798*
American	Bark	W. B. Flint	746
American	Ship	William P. Frye	2,978
American	Barkentine	Wrestler	409
British	Ship	Wayfarer	1,005*
British	Ship	Wiscombe Park	2,075*
British	Bark	Wynford	1,869*

Schooners and Sloops docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1908, to June 30, 1910.

Schooners.

Name.	Net tonnage.	Name.	Net tonnage.
A. B. Johnson	460	Emily Lundt	32
A. J. West	483	Emma	45
A. M. Baxter	430	Energy	22
Ada McCune	32	Erma	79
Adele Hobson	60	Espada	686
Adelia	29	Esther Buhne	245
Adelia Griffin	26	Ethel Zane	407
Admiral	26	Eva	35
Admiral	605	Eveline	38
Advance	265	Expansion	512
Advent	399	Fidelity	50
Aeolus (German)	150	Florence Caduc	41
Agnes	42	Forester	621
Agnes Jones	23	Forest Home	682
Alameda	33	Four Sisters (gas)	31
Albertine	48	Fourth of July	47
Albion	75	Frank Lawrence	54
Alice McDonald	604	Fred E. Sander	389
Allen A.	266	G. W. McNear	83
Alma	39	G. W. Watson	397
Aloha	742	Gamble	626
Alpena	833	Gaslight	37
Alpine	91	George E. Billings	1,103
Amelia	23	George Washington	22
Americana	839	Georgia Woods	57
Anastasia	35	Glendale	281
Andrew Jackson	34	Golden Fleece	45
Andy Mahony	495	Gotoma	189
Anna Aden	33	Grace and Amy	33
Annie	39	Granger	55
Annie E.	68	Guide	137
Annie L.	53	H. Bendel	70
Annie Eliza	28	H. Eppinger	89
Annie E. Smale	809	H. C. Wright	275
Annie Maria	32	H. D. Bendixsen	570
Ariel	684	Harry	23
Arthur	45	Heckla	43
Bangor	398	Helene	828
Benicia	30	Henrietta M.	45
Black Diamond	39	Henry Wilson	403
Bonita	27	Hercules	45
Borealis	683	Hermine Blum	50
Brothers	35	Hiawatha (gas)	10
C. L. Place	27	Hiram Bingham (gas)	5
C. T. Hill	133	Horace Templeton	40
Camano	631	Howard	69
Caroline Dixon	45	Hugh Hogan	355
Carrier Dove	51	Ida A. (gas)	26
Cecilia Maria	22	Ida McKay	178
Cecilia Sudden	545	Impossible (gas)	20
Champion	42	Inca	901
Charles W.	71	Invincible	1,267
Charles E. Falk	246	J. H. Lunsman	952
Charles Hansen (gas)	182	J. J. Stofen	30
Charles R. Wilson	328	James Byrnes	32
Chetco (gas)	98	James F. McKenna	81
Col. Baker	72	James H. Bruce	476
Columbia	584	James Rolph	517
Columbus	34	Jane L. Stanford	861
Comet	368	Jennie and Edna	60
Confianza (gas)	84	Jennie Griffin (gas)	16
Coquelle	97	Jessie Matsen (gas)	31
Covina	74	John D. Spreckels	253
Crescent	1,334	John Nagel	62
Crockett	56	Katata (gas)	9
Czarina	218	Karie S.	74
David Evans	748	Kona	642
Defender	382	Lew Young	31
Dora	42	Lillian	37
Dora Bluhm	315	Lily	135
Dreadnaught	38	Lime Point	18
E. K. Wood	447	Lizzie Prien	91
Eddy	37	Lizzie S. Sorensen (gas)	49
Ellen Gunderson	34	Lizzie T. Adams	25
Emily F. Bichard	44	Lizzie Theresa	53

Schooners and Sloops docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1908, to June 30, 1910—*Continued.*

Schooners—Continued.

Name.	Net tonnage.	Name.	Net tonnage.
Lizzie Vance	383	Prosper	229
Lucy	294	Quock See Wo	15
Ludlow	643	R. C. Slade	601
Lyman D. Foster	692	R. W. Bartlett	473
Mabel and Edith	46	Redwood	25
Mabel Gale	619	Redwood City	32
Madeline	32	Reginia S.	65
Maggie V. Hartman	34	Repeat	410
Magnolia	44	Rio Rey (gas)	60
Mahukona	653	Robbie Hunter	54
Margaret C.	55	Robert and Jennie	47
Marie Chevallier	46	Robert Henry	38
Marina Mariscano	20	Robert R. Hind	520
Mariposa	81	Robert Searles	504
Martinez	23	Rock Island	27
Mary	50	Roderick Dhu	1,453
Mary C. (gas)	25	Rosella	37
Mary A. Fernandez	46	Rough and Ready	53
Mary E. Foster	839	Roy Somers	298
Mary Francis	28	Ruby	48
Mary Francis Cruz	44	S. T. Alexander	695
Master Mariner	37	St. Thomas	59
Matilda	92	Salem	698
May Flower	86	Salvator	385
Melrose	542	Samar	673
Melvina	35	San Buenaventura	171
Meta	36	Santa Paula	632
Meteor	518	Santiago	928
Metha Nelson	399	Sausalito	326
Miami	36	Sehome	620
Ming Lee	---	Shasta	91
Minnie A. Caine	779	Snow and Burgess	1,528
Mizpah (gas)	41	Solano	63
Modoc	45	Sophie E.	40
Mono	126	Sophie Christensen	570
Monterey	1,694	Spokane	570
Montezuma	69	Stanley	253
Mountain View	41	Star	45
Mt. Eden (gas)	8	Surprise (gas)	65
Muriel	483	T. Alonzo	22
Narrow Gauge	22	Tartar	46
Nellie Carter	45	Theodore Roosevelt	51
Nellie Rich	43	Theresa	23
Nettie	62	Traveler	30
Newark (gas)	114	Twilight (gas)	10
Nokomis	462	Undine	81
Nonpareil (gas)	31	Virginia	541
O. M. Kellogg	331	W. H. Dimond	376
Oakland	383	W. H. Marston	1,110
Okanogan	606	W. H. Walker (gas)	8
Olga F.	51	War Eagle	31
Oliver J. Olson	596	Watson A. West	747
Omega	522	Wavelet	30
Oregon	304	William and Albert	31
Ottillie Fjord	247	William Bowden	695
Paul and Willie	33	William Renton	376
Pike County (gas)	29	Willie R. Hume	580
Pinole	77	Willis A. Holden	1,040
Plow Boy	37	Winfield Scott	47
Polaris	717	Wonder	46
Port Costa	62	Zampa	322
Premier	292		

Sloops.

Gjoa (Norwegian)	47	Mascot	10
Baribera	7	Red Wing	6
Bonita (yacht)	9	Say Lung	---
Century	10	Smiths	17
Fung Hi	17	Union	10

Bay and river steamers docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1908, to June 30, 1910.

Name.	Net tonnage.	Name.	Net tonnage.
A. C. Freese	120	Monticello	89
Aetna	43	Napa City	126
Alvira	253	Navajo	506
Alviso	113	Onisbo	332
Apache	537	Petroleum	43
Arrow	133	Potrero	320
Aurora	223	Pride of the River	391
Capt. Weber	349	Reform	348
Caroline	94	Requa	34
Constance	222	Resolute	161
Dauntless	349	St. Helena	222
Dimond	117	San Joaquin No. 2.	134
Empress	45	San Joaquin No. 3.	139
Etta B.	27	San Joaquin No. 4.	276
F. M. Smith	102	San Rafael City	63
Fort Bragg	264	Sehome	369
General Frisbie	289	Sonoma	177
Gold	184	Suisun City	73
Grace Barton	119	Sunol	203
H. E. Wright	372	T. C. Walker	469
Herald	148	Topo	173
Hereules	347	Trilby	63
Isleton	331	Valetta	307
J. D. Peters	502	Victory	78
Juliette	276	W. P. Fuller	24
Leader	334	Zinfandel	204
Modoe	538		

Ferryboats.

Bay City	648	Piedmont	998
Berkeley	978	San Francisco	727
Cazadero	897	San Jose	588
Claremont	774	San Pablo	881
Fernwood	789	Sausalito	903
Garden City	730	Solano	3,057
James M. Donahue	400	Tamalpais	929
Melrose	1,677	Tiburon	634
Newark	833	Transit	1,079
Oakland	992	Ukiah	1,206
Ocean Wave	507	Yerba Buena	588

The ferryboats which run between San Francisco and transbay points make approximately 170 trips and carry over 100,000 passengers daily.

Tugs docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1908, to June 30, 1910.

Name.	Net tonnage.	Name.	Net tonnage.
Ada Warren	26	Liberty	30
Annie	10	Louise	21
Arabs	91	Marian	13
Blanco	9	Mariner	60
Christopher Columbus	19	Millie	6
Crolona	81	Milton	11
Dauntless	144	Navigator	282
David Seannell (fire boat)	140	Pedro Costa	32
Defiance	127	Pilot	43
Dennis T. Sullivan (fire boat)	140	Priscilla	31
Despatch	9	Redondo	42
Dixie	19	Restless	27
Dow No. 1	15	Rover	30
Eleu	35	Sea Fox	35
Elizabeth	12	Sea Lark	35
Elsie	37	Sea Prince	27
Elsie	13	Sea Queen	55
Farragut	23	Sea Rover	116
Fearless	87	Sea Witch	37
Fox	13	Tiger	43
Gleaner	71	Transit	18
Goliath	221	U. S. Grant	17
H. H. Buhne	97	Union No. 1	67
Henrietta	20	Union No. 2	67
Hereules	48	Virgil G. Bogue	159
Ida W.	16	Walter Hackett	22
Iolanda	31	Water Nymph	15
Klihyam	55		

United States Government vessels docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1908, to June 30, 1910.

Name.	Class.	Net tonnage.
Active	Navy tug	87
Argonaut	Quarantine tug	127
Bear	Revenue cutter	714
Burnside	Army cable steamer	1,405
Colonel George Armistead	Mine planter	304
Crook	Transport	2,703
Explorer	Surveying steamer	228
Fortune	Navy tug	90
General Mifflin	Army tug	250
Glacier	Refrigerator ship	2,677
Golden Gate	Revenue cutter	220
Grampus	Submarine	102
Hartley	Revenue cutter	48*
Inspector	Immigration tug	15
Kukui	Lighthouse tender	300
Madrono	Lighthouse tender	206
No. 70	Lightship	225
No. 76	Lightship	225
No. 83	Lightship	225
No. 88	Lightship	225
No. 92	Lightship	225
No. 93	Lightship	225
Perry	Revenue cutter	282
Pike	Submarine	102
Sequoia	Lighthouse tender	300
Slocum	Army tug	337
Unadilla	Navy tug	104
Vigilant	Navy tug	89

* Displacement.

United States Army Transports docking at Folsom-street Wharf No. 1 (State Property Rented by Federal Government) during the two fiscal years from July 1, 1908, to June 30, 1910.

Name.	Net tonnage.	Arrivals.	Product of arrivals multiplied by net tonnage.
Buford	3,621	7	25,347
Crook	2,703	4	10,812
Logan	3,653	11	40,183
Sheridan	3,654	15	54,810
Sherman	3,725	2	7,450
Thomas	3,653	14	51,142
Totals	21,099	53	189,744

During the two fiscal years these transports loaded 30,582 tons and discharged 6,211 tons of Government freight.

Recapitulation of Vessels docking at the State Wharves of San Francisco during the two fiscal years from July 1, 1908, to June 30, 1910.
(Barges and lighters are not included.)

Class.	American.		Austrian.		British.		Chilean.		French.		German.		Italian.		Japanese.		Norwegian.		Total.	
	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.
Ocean steamers.....	237	266,586	1	2,416	51	149,780			8	30,645	32	109,472			3	17,957	14	40,318	346	617,174
Bay and river steamers.....	74	32,348																	74	32,348
Tugs.....	55	2,950																	55	2,950
Government vessels*.....	38	12,035																	38	12,035
Ships, barks, etc.....	103	129,739			39	76,659	1	1,176	34	68,101	8	20,684	1	1,683			2	2,844	188	300,946
Schooners.....	272	68,885									1	150							273	69,035
Sloops.....	9	86															1	47	10	133
Totals.....	788	512,689	1	2,416	90	226,439	1	1,176	42	98,746	41	130,306	1	1,683	3	17,957	17	43,209	984	1,034,621

*Does not include Army transports docking at Folsom-street Wharf No. 1. See page 109.

Ocean Steamers arriving at the State Wharves of San Francisco during the fiscal year from July 1, 1909, to June 30, 1910.

NOTE.—By "arrival" is meant arrival in port, accompanied by docking at the State wharves. Arrivals without docking at the State wharves are not recorded. There may be more than one docking for any arrival. Net tonnage is by American measurement wherever obtainable; where not obtainable, it is by Lloyds, and marked*.

Nationality.	Name.	Arriv- als.	Net tonnage.	Product of arrivals multiplied by net tonnage.
American	Aberdeen	31	394	12,241
American	Acapulco	5	1,759	8,795
American	Acme	50	269	13,450
American	Admiral Sampson	46	1,432	65,872
American	Alameda	13	1,939	25,207
American	A askan	5	5,621	28,105
American	Albion	51	140	7,140
American	Alcatraz	35	193	6,755
American	Alitak	2	73	146
American	Aquila (yacht)	1	103	103
American	Arcata	2	415	830
American	Arctic	23	277	6,371
American	Argyll	1	1,880	1,880
American	Arizonan	4	5,621	22,484
American	Aurelia	18	233	4,194
American	Aztec	5	2,298	11,490
British	Ardmourt	1	2,577	2,577
British	Ashtabula	1	4,541	4,541
British	Asia	5	2,926*	14,680
French	Amiral Duperre	1	3,254	3,254
French	Amiral Exelmans	2	3,221	6,442
French	Amiral Fourichon	2	3,186*	6,372
French	Amiral Olry	1	3,570	3,570
German	Amasis	2	2,938	5,876
German	Anubis	1	3,089*	3,089
German	Assuan	1	3,081*	3,081
German	Augustus	1	3,783	3,783
Norwegian	Aagot	2	2,931	5,862
Norwegian	Aiden	1	2,340*	2,340
American	Bandon	27	350	9,450
American	Bear	7	2,779	19,453
American	Beaver	3	2,779	8,337
American	Bee	19	375	7,125
American	Bowdoin	12	448	6,376
American	Breakwater	2	793	1,586
American	Brooklyn	36	216	7,776
American	Brunswick	51	349	17,799
American	Buckman	29	1,250	36,511
British	Bannockburn	1	4,052	4,052
British	Bessie Dollar	2	3,682	7,364
American	Capastrano	17	362	6,154
American	Carlos	39	541	21,009
American	Carmel	21	401	8,421
American	Cascade	20	339	6,780
American	Casco	23	298	6,854
American	Centralia	35	324	11,340
American	Charles Nelson	21	397	8,337
American	Chehalis	31	421	13,051
American	Chilkat	1	98	98
American	China	5	3,186	15,930
American	City of Panama	4	1,046	4,184
American	City of Para	6	2,504	15,024
American	City of Puebla	21	1,712	35,952
American	City of Sydney	6	1,935	11,790
American	City of Topeka	57	746	42,582
American	Claremont	26	418	10,868
American	Coaster	23	353	8,119
American	Colonel F. L. Drake	2	3,397	6,614
American	Columbian	8	5,598	44,784
American	Coos Bay	39	403	15,717
American	Coquille River	3	265	795
American	Coronado	33	381	12,573
American	Curacao	8	895	7,160
American	Czarina	12	793	9,516
British	Celtic King	1	2,780*	2,780
British	Century	3	3,023	9,069
British	Chatham	1	3,036	3,036
British	Clan Macinnes	1	3,791	3,791
British	Claverley	1	2,639	2,639
German	Cleveland	1	10,300	10,300
Japanese	Chiyo Maru	4	7,250	29,000
American	Daisy	26	379	9,854

Ocean Steamers arriving at the State Wharves of San Francisco during the fiscal year from July 1, 1909, to June 30, 1910—Continued.

Nationality.	Name.	Arrivals.	Net tonnage.	Product of arrivals multiplied by net tonnage.
American	Daisy Freeman	22	436	9,592
American	Daisy Mitchell	24	395	9,480
American	Delhi	6	582	3,492
American	Del Norte	37	279	10,323
American	Despatch	16	539	8,624
American	Doris	18	425	7,650
British	Dakotah	4	2,593*	10,372
American	Elizabeth	35	284	9,949
American	Enterprise	11	1,681	18,491
American	Eureka	11	312	3,432
American	Excelsior	20	261	5,220
American	Expansion	1	113	113
British	Earl of Elgin	1	3,598	3,598
British	El Lobo	1	2,948*	2,948
British	English Monarch	1	3,471	3,471
German	Ela	6	2,250*	13,500
German	Erna	6	2,173*	13,088
American	F. A. Kilburn	84	458	38,472
American	F. S. Loop	22	445	9,790
American	Fairhaven	16	437	6,992
American	Fair Oaks	15	533	7,995
American	Falcon	28	955	26,740
American	Fifield	36	440	15,840
American	Francis H. Leggett	16	975	15,600
American	Fulton	31	265	8,215
American	G. C. Lindauer	27	287	7,749
American	George Loomis	18	401	7,218
American	Geo. F. Haller	2	81	162
American	Geo. W. Elder	51	1,224	62,424
American	George W. Fenwick	10	1,193	11,930
American	Governor	45	2,401	108,045
American	Grace Dollar	20	289	5,780
American	Gray's Harbor	20	374	7,480
American	Greenwood	11	144	1,584
American	Gualala	33	158	5,214
American	Hanalei	65	502	32,630
American	Harold Dollar	14	607	8,498
American	Helene	22	307	6,754
American	Helen P. Drew	37	178	6,586
American	Herman (whaler)	1	229	229
American	Hilonian	12	1,819	21,828
American	Homer	6	331	1,986
American	Hoquiam	17	440	7,480
American	Hornet	16	402	6,432
American	Humboldt	2	688	1,376
American	Hyades	8	2,932	23,456
Austrian	Hermine	1	2,416*	2,416
British	Hazel Dollar	1	3,581	3,581
British	Hyndford	2	3,506	7,012
German	Hermionthis	2	3,174	6,348
Norwegian	Hereules	1	3,411	3,411
Norwegian	Herm	1	2,751	2,751
Norwegian	Hornelen	3	2,660	7,980
American	Iaqua	22	462	5,082
American	Isthmian	4	3,463	13,852
British	Induna	1	3,681	3,681
British	Inverkip	1	3,589	3,589
British	Inverness	1	2,428	2,428
British	Invertay	1	3,766	3,766
German	Itauri	2	2,941*	5,882
American	J. Marhoffer	18	334	6,012
American	J. A. Chanslor	1	3,121	3,121
American	J. B. Stetson	29	521	15,109
American	J. J. Loggie	32	220	7,040
American	J. L. Luekenbach	2	3,192	6,384
American	James S. Higgins	63	249	15,687
American	Jeanette (whaler)	-1	217	217
American	Jeanie	2	862	1,724
American	Jennie	2	69	138
American	Jim Butler	24	343	8,232
American	Johan Poulsen	22	423	9,306
British	Janeta	1	3,136	3,136
American	Kadiak	2	58	116
American	Kansas City	20	2,163	43,260
American	Katherine	25	292	7,300
American	Klamath	17	662	11,254

Ocean Steamers arriving at the State Wharves of San Francisco during the fiscal year from July 1, 1909, to June 30, 1910—Continued.

Nationality.	Name.	Arriv- als.	Net tonnage.	Product of arrivals multiplied by net tonnage.
American	Korea	6	5,651	33,906
American	Kvichak	2	610	1,220
British	Katanga	3	2,321	6,933
British	Kilburn	2	2,196	4,392
British	Knight of St. George	1	3,154	3,154
American	Lakme	18	404	7,272
American	Lansing	2	3,428	6,856
American	Leelanaw	6	1,377	8,262
American	Lehua	2	129	258
American	Lucy Neff	15	759	11,385
American	Lurline	14	3,725	52,150
American	M. F. Plant	48	941	45,168
American	Mackinaw	2	2,005	4,010
American	Majestic	7	449	3,143
American	Manchuria	4	8,750	35,000
American	Mandalay	42	266	11,172
American	Mariposa	11	1,939	21,329
American	Marshfield	16	294	4,704
American	Mayfair	24	420	10,080
American	Melville Dollar	14	921	12,894
American	Mexican	7	5,598	39,186
American	Missourian	7	5,077	35,539
American	Mongolia	5	8,750	43,750
American	Montara	6	1,695	10,170
British	M. S. Dollar	2	2,699	5,398
British	Magdala	1	3,543	3,543
British	Mancunia	1	2,287*	2,287
American	Nann Smith	17	1,192	20,264
American	National City	60	220	13,200
American	Navarro	27	171	4,617
American	Nebraskan	11	2,824	31,064
American	Nevadan	13	2,824	33,712
American	Newburg	25	333	8,325
American	Newport	6	1,806	10,836
American	Nome City	25	597	14,925
American	North Fork	42	244	10,248
American	Northland	20	560	11,200
American	Norwood	37	492	18,204
American	Noyo	32	229	7,328
American	Nushagak	2	478	956
Japanese	Nippon Maru	5	3,442	17,210
American	Olson & Mahony	18	779	14,022
American	Olympic	6	454	2,724
British	Oberon	1	3,161	3,161
American	Pasadena	16	235	3,760
American	Pennsylvania	6	2,567	15,402
American	Peru	6	2,539	15,234
American	Phoenix	34	160	5,440
American	Pleiades	11	2,932	32,252
American	Point Arena	34	171	5,814
American	Pomo	54	225	12,090
American	Prentiss	35	267	9,345
American	President	45	2,393	107,685
American	Queen	25	1,672	41,800
American	Quinault	24	426	10,224
American	Rainier	22	519	11,418
American	Ramona	2	671	1,342
American	Ravalli	38	777	29,526
American	Raymond	22	350	7,700
American	Redondo	35	462	16,170
American	Riverside	9	955	8,595
American	Roanoke	52	1,654	86,008
American	Roma	1	2,164	2,164
American	Rose City	25	2,154	53,850
British	River Clyde	1	2,738	2,738
British	Riverdale	1	3,408	3,408
German	Radames	1	3,119*	3,110
German	Ramses	1	2,352	2,352
American	Saginaw	21	498	10,458
American	St. Croix	18	1,064	19,152
American	St. Helens	11	779	8,569
American	Samoa	59	237	13,683
American	San Gabriel	2	312	624
American	San Jacinto	22	352	7,744
American	San Jose	5	1,538	7,690
American	San Juan	5	1,496	7,480

Ocean Steamers arriving at the State Wharves of San Francisco during the fiscal year from July 1, 1909, to June 30, 1910—Continued.

Nationality,	Name.	Arrivals	Net tonnage.	Product of arrivals multiplied by net tonnage.
American	San Pedro	32	359	11,488
American	Santa Barbara	37	527	19,499
American	Santa Clara	12	1,208	14,496
American	Santa Monica	31	318	9,858
American	Santa Rosa	64	1,335	85,440
American	Sea Foam	48	205	9,840
American	Senator	7	1,835	12,845
American	Shasta	14	517	7,238
American	Shna Yak	15	452	6,780
American	Shoshone	28	341	9,548
American	Siberia	5	5,655	28,275
American	Sierra	5	3,755	18,780
American	South Bay	1	279	279
American	South Coast	41	225	9,225
American	Spokane	3	1,289	3,867
American	Stanley Dollar	12	955	11,460
American	State of California	28	1,260	35,280
American	Svea	26	370	9,620
British	Seminole	2	3,798	7,596
British	Strathborne	1	3,573	3,573
British	Strathspey	1	3,017	3,017
British	Strathtay	1	2,850*	2,850
German	Sais	2	4,091	8,182
German	Salatis	2	4,453	8,906
German	Serak	2	3,819	7,638
German	Setos	2	4,492	8,984
German	Sisak	1	3,845	3,845
Norwegian	Selja	1	2,789	2,789
American	Tahoe	17	419	7,323
American	Tallac	14	1,103	15,442
American	Tamalpais	26	422	10,972
American	Tampico	10	1,451	14,510
American	Temple E. Dorr	16	453	7,248
American	Texan	1	5,636	5,636
American	Thomas L. Wand	18	413	7,434
American	Tiverton	22	333	7,392
British	Taunton	1	2,461*	2,461
British	Tonawanda	2	2,183	4,366
British	Tymerie	2	2,324	4,648
Norwegian	Thode Fagelund	1	3,095	3,095
Norwegian	Thor	10	3,152	31,520
Norwegian	Titania	3	2,315*	6,945
Norwegian	Tordenskjold	1	2,527	2,527
Norwegian	Tricolor	2	3,283	6,566
Japanese	Tenyo Maru	5	7,265	36,325
American	Umatilla	16	2,168	34,688
American	Unimak	2	158	316
German	Uarda	2	3,853	7,706
American	Vanguard	44	228	10,032
American	Virginian	6	5,077	30,462
American	Washealore	12	174	2,088
American	Washtenaw	1	2,003	2,003
American	Wasp	16	360	5,760
American	Watson	28	1,237	34,636
American	Wellesley	14	430	6,020
American	Westerner	20	369	7,380
American	Westport	31	154	4,774
American	Whitesboro	46	144	6,624
American	Whittier	14	798	11,172
American	Wilhelmina	6	4,402	26,412
American	Willapa	19	433	8,227
American	William H. Murphy	6	673	4,038
American	Winnebago	1	500	500
American	W. S. Porter	2	3,524	7,048
British	Wellington	6	1,267*	7,602
German	Walkure	1	2,520	2,520
German	Wotan	1	2,463	2,463
American	Yellowstone	32	456	14,592
American	Yosemite	38	525	19,950
	Totals	4,407		3,612,420

Sailing Vessels, other than Schooners and Sloops, docking at the State Wharves of San Francisco during the fiscal year from July 1, 1909, to June 30, 1910.

NOTE.—By "arrival" is meant arrival in port, accompanied by docking at the State wharves. Arrivals without docking at the State wharves are not recorded. There may be more than one docking for any arrival. Net tonnage of American vessels is by American measurement; of foreign vessels, by Lloyds measurement.

Nation- ality.	Rig.	Name.	Ar- riv- als.	Net tonnage.	Product of arrivals multiplied by net tonnage.
American	Ship	Abner Coburn	1	1,878	1,878
American	Ship	Acme	1	2,987	2,987
American	Ship	Alex. Gibson	1	2,043	2,043
American	Barkentine.	Amaranth	1	1,062	1,062
American	Barkentine.	Amazon	1	1,105	1,105
American	Bark	Andrew Welch	1	863	863
American	Bark	Annie Johnson	3	976	2,928
American	Ship	Aryan	1	1,939	1,939
American	Ship	Astral	1	2,987	2,987
British	Bark	Antiope	1	1,380	1,380
French	Bark	Anne de Bretagne	1	1,571	1,571
American	Bark	B. P. Cheney	1	1,200	1,200
American	Ship	Bohemia	1	1,528	1,528
British	Bark	Balasore	1	2,562	2,562
British	Ship	Blackbraes	1	2,116	2,116
British	Bark	British Yeoman	1	1,869	1,869
British	Ship	Bucleuch	1	1,934	1,934
French	Bark	Bayard	1	1,970	1,970
French	Ship	Bayonne	1	2,241	2,241
French	Bark	Boieldieu	1	1,961	1,961
French	Bark	Brenn	1	1,950	1,950
French	Bark	Brizeux	1	1,963	1,963
American	Barkentine.	Centennial	1	1,138	1,138
American	Ship	Charles E. Moody	1	1,734	1,734
American	Barkentine.	Charles F. Crocker	1	762	762
American	Barkentine.	City of Papeete	1	370	370
American	Barkentine.	Coronado	2	1,007	2,014
British	Bark	California	1	2,461	2,461
British	Bark	Colony	1	1,598	1,598
American	Bark	Diamond Head	1	952	952
British	Bark	Dowan Hill	1	1,976	1,976
British	Bark	Drummuir	1	1,798	1,798
British	Ship	Dunsyre	1	2,056	2,056
American	Barkentine.	Echo	1	650	650
American	Bark	Electra	1	939	939
American	Bark	Emily F. Whitney	1	1,207	1,207
British	Barkentine.	Everett G. Griggs	1	2,351	2,351
French	Bark	Emilie Siegfried	1	2,754	2,754
French	Bark	Ernest Siegfried	1	2,754	2,754
German	Bark	Edmund	1	2,914	2,914
American	Barkentine.	Fremont	1	828	828
American	Bark	Fresno	1	1,149	1,149
American	Barkentine.	Fullerton	1	1,494	1,494
French	Bark	Francoise d'Amboise	1	1,741	1,741
American	Barkentine.	Gardiner City	3	451	1,353
American	Bark	Gayhead (whaler)	1	252	252
American	Brigantine	Geneva	1	451	451
American	Bark	George Curtis	1	1,680	1,680
American	Barkentine.	Gleaner	1	892	892
American	Ship	Governor Robie	1	1,481	1,481
British	Bark	Glenmark	1	1,252	1,252
French	Bark	Grande Duchesse Olga	1	1,748	1,748
American	Ship	Henry Failing	1	1,824	1,824
British	Bark	Holt Hill	1	2,269	2,269
British	Bark	Hougomont	1	2,239	2,239
American	Ship	Indiana	1	1,413	1,413
American	Barkentine.	Irrgard	2	614	1,228
American	Bark	Isaac Reed	1	1,468	1,468
American	Bark	James Nesmith	1	1,632	1,632
American	Barkentine.	James Tuft	1	1,043	1,043
American	Bark	John and Winthrop (whaler)	1	821	821
American	Barkentine.	John C. Meyer	1	794	794
American	Ship	John Ena	1	2,706	2,706
American	Barkentine.	Kohala	2	776	1,552
American	Bark	Koko Head	1	1,011	1,011
American	Barkentine.	Lahaina	1	994	994
American	Bark	Levi G. Burgess	2	1,475	2,950
American	Ship	Llewellyn J. Morse	1	1,271	1,271
French	Bark	Leon Blum	1	2,316	2,316

Sailing Vessels, other than Schooners and Sloops, docking at the State Wharves of San Francisco during the fiscal year from July 1, 1909, to June 30, 1910—Continued.

NOTE.—By "arrival" is meant arrival in port, accompanied by docking at the State wharves. Arrivals without docking at the State wharves are not recorded. There may be more than one docking for any arrival. Net tonnage of American vessels is by American measurement; of foreign vessels, by Lloyds measurement.

Nation- ality.	Rig.	Name.	Ar- riv- als.	Net tonnage.	Product of arrivals multiplied by net tonnage.
American..	Ship.....	Manga Reva	1	2,052	2,052
American..	Barkentine..	Mary Winkelman	1	482	482
British....	Bark.....	Musselcrag	1	1,871	1,871
French....	Bark.....	Mezly	1	1,391	1,391
German....	Bark.....	Mariechen	1	2,291	2,291
American..	Barkentine..	Newsboy	1	509	509
American..	Bark.....	Olympic	1	1,353	1,353
American..	Ship.....	Oriental	1	1,550	1,550
American..	Bark.....	Pactohus	1	1,564	1,564
American..	Bark.....	Paramita	1	1,444	1,444
American..	Barkentine..	Puako	1	1,011	1,011
British....	Bark.....	Pegasus	1	2,438	2,438
British....	Bark.....	Poitalloch	1	2,139	2,139
American..	Bark.....	R. P. Rithet	5	1,043	5,215
American..	Barkentine..	Retriever	1	470	470
French....	Bark.....	Rene	1	1,976	1,976
German....	Bark.....	R. C. Rickmers	1	4,696	4,696
American..	Barkentine..	S. G. Wilder	5	557	2,785
American..	Barkentine..	S. N. Castle	3	464	1,392
American..	Ship.....	St. Francis	1	1,757	1,757
American..	Bark.....	St. Katherine	3	1,080	3,270
American..	Ship.....	Santa Clara	1	1,453	1,453
American..	Ship.....	Shenandoah	1	3,154	3,154
American..	Ship.....	Sintram	1	1,495	1,495
American..	Ship.....	Standard	1	1,461	1,461
American..	Ship.....	Star of Alaska	1	1,554	1,554
American..	Bark.....	Star of Chile	1	874	874
American..	Bark.....	Star of England	1	1,705	1,705
American..	Bark.....	Star of Finland (formerly Kaiulani)	1	1,430	1,430
American..	Ship.....	Star of France	1	1,522	1,522
American..	Ship.....	Star of Greenland (formerly Hawaiian Isles)	1	1,974	1,974
American..	Bark.....	Star of Holland (formerly Homeward Bound)	1	1,987	1,987
American..	Bark.....	Star of Iceland (formerly Willscott)	1	1,850	1,850
American..	Bark.....	Star of India	1	1,247	1,247
American..	Shi.....	Star of Italy	1	1,474	1,474
American..	Bark.....	Star of Peru	1	976	976
American..	Ship.....	Star of Russia	1	1,898	1,898
American..	Ship.....	Star of Scotland	1	1,898	1,898
British....	Bark.....	Sir'la	1	2,067	2,067
British....	Bark.....	Strathgryfe	1	2,190	2,190
French....	Bark.....	St. Louis	1	1,779	1,779
American..	Ship.....	Tacoma	1	1,671	1,671
American..	Barkentine..	Thos. P. Emigh	1	923	923
British....	Bark.....	Tinto Hill	1	2,067	2,067
French....	Ship.....	Thiers	1	2,251	2,251
French....	Bark.....	Ville du Havre	1	2,446	2,446
French....	Bark.....	Ville de Mulhouse	1	2,798	2,798
American..	Ship.....	William P. Frye	1	2,998	2,998
British....	Ship.....	Wiscombe Park	1	2,075	2,075
Totals.....			138		206,004

Recapitulations of arrivals of ocean steamers and square-rigged sailing vessels at the State Wharves of San Francisco during the fiscal year from July 1, 1909, to June 30, 1910.

Class.	American.		Austrian.		British.		French.		German.		Japanese.		Norwegian.		Totals.	
	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.	No.	Net tonnage.
Ocean steamers	4,262	3,138,356	1	2,416	61	173,077	6	19,638	37	120,612	14	82,535	26	75,786	4,407	3,612,420
Ships	27	51,950			4	8,181	2	4,492							33	64,623
Barks	35	41,493			16	32,196	15	31,138	3	9,901					69	114,728
Barkentines	34	23,851			1	2,351									35	26,202
Brigantine	1	451													1	451
Totals	4,359	3,256,101	1	2,416	82	215,805	23	55,268	40	130,513	14	82,535	26	75,786	4,545	3,818,424

**Ocean Steamers Docking at the Wharves of San Francisco during the two fiscal
years from July 1, 1908, to June 30, 1910.**

Arranged according to net tonnage.

Over 8,000 tons.....	3
From 7,000 to 8,000 tons.....	2
From 6,000 to 7,000 tons.....	0
From 5,000 to 6,000 tons.....	12
From 4,000 to 5,000 tons.....	6
From 3,000 to 4,000 tons.....	51
From 2,000 to 3,000 tons.....	43
From 1,000 to 2,000 tons.....	39
From 500 to 1,000 tons.....	29
Under 500 tons.....	161
Total.....	346

NOTE.—The largest steamer which docked at the State wharves was the German steamer Cleveland, of 10,300 net tons. The largest sailing vessel was the German 5-masted bark R. C. Rickmers, of 4,696 net tons.

Principal Ocean Steamship lines regularly using the State Wharves of San Francisco.**I. FOREIGN-GOING (HAWAII INCLUDED).***Pacific Mail S. S. Co.* Honolulu, Yokohama, Kobe, Nagasaki, Manila, Shanghai, Hong Kong.

S. S. Asia	2,936 tons	S. S. Manchuria	8,750 tons
S. S. China	3,186 tons	S. S. Mongolia	8,750 tons
S. S. Korea	5,651 tons	S. S. Siberia	5,655 tons

Mexican and Central American ports, and Ancon, Canal Zone.

S. S. Acapulco	1,759 tons	S. S. Newport	1,806 tons
S. S. Aztec	2,298 tons	S. S. Pennsylvania	2,567 tons
S. S. City of Panama	1,046 tons	S. S. Peru	2,539 tons
S. S. City of Para	1,504 tons	S. S. San Jose	1,538 tons
S. S. City of Sidney	1,965 tons	S. S. San Juan	1,496 tons

Toyo Kisen Kaisha. Yokohama, Kobe, Nagasaki, Shanghai, Hong Kong, Manila.

S. S. Chiyo Maru	7,250 tons	S. S. Tenyo Maru	7,265 tons
S. S. Nippon Maru	3,442 tons		

Australian Mail Line. Sydney, Auckland.

S. S. Alden	2,340 tons	S. S. Hyndford	3,506 tons
S. S. Boveric	3,722 tons	S. S. Inveric	3,387 tons
S. S. Celtic King	2,589 tons	S. S. Katanga	2,321 tons
S. S. Century	3,023 tons	S. S. Kilburn	2,196 tons
S. S. Foreric	3,119 tons	S. S. Tymeric	2,324 tons
S. S. Gymeric	3,144 tons		

Kosmos Line. Ports on the west coast of Mexico, Central and South America; London, Hamburg.

S. S. Amasis	2,938 tons	S. S. Ramses	2,352 tons
S. S. Ammon	2,944 tons	S. S. Sais	4,091 tons
S. S. Anubis	3,089 tons	S. S. Sakkarah	3,928 tons
S. S. Assuan	3,081 tons	S. S. Salatis	4,453 tons
S. S. Hermonthis	3,174 tons	S. S. Serak	3,819 tons
S. S. Itauri	2,941 tons	S. S. Serapis	3,933 tons
S. S. Memphis	2,519 tons	S. S. Setos	4,492 tons
S. S. Mera	3,087 tons	S. S. Sisak	3,845 tons
S. S. Radames	3,119 tons	S. S. Uarda	3,853 tons

American-Hawaiian S. S. Co. Salina Cruz, Honolulu, Seattle.

S. S. Alaskan	5,621 tons	S. S. Mexican	5,598 tons
S. S. Arizonan	5,621 tons	S. S. Missourian	5,077 tons
S. S. Columbian	5,598 tons	S. S. Nebraskan	2,824 tons
S. S. Falcon	955 tons	S. S. Pleiades	2,932 tons
S. S. Isthmian	3,463 tons	S. S. Virginian	5,077 tons

Oceanic S. S. Co. Honolulu, Tahiti, New Zealand.

S. S. Almeda	1,939 tons	S. S. Sierra	3,756 tons
S. S. Mariposa	1,939 tons		

Chargeurs Reunis. Mexican ports, Montevideo, Buenos Ayres, Swansea, Liverpool, Avonmouth, Dunkirk, Havre, Antwerp.

S. S. Admiral Duperre	3,254 tons	S. S. Admiral Exelmans	3,221 tons
S. S. Admiral Magon	3,588 tons	S. S. Admiral Olry	3,570 tons
S. S. Admiral Fourichon	3,186 tons	S. S. Admiral Hamelin	3,188 tons

German Mexican Line. Mazatlan, Corinto, and other Central American ports.

S. S. Ella	2,250 tons	S. S. Erna	2,173 tons
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Dollar S. S. Co. Chinese and Japanese ports.

S. S. Bessie Dollar	3,862 tons	S. S. M. S. Dollar	2,713 tons
S. S. Hazel Dollar	3,581 tons		

Matson Navigation Co. Honolulu, Hilo, Kahului, and other Hawaiian ports.

S. S. Enterprise	1,681 tons	S. S. Lurline	3,725 tons
S. S. Hilonian	1,819 tons	S. S. Nevadan	2,824 tons
S. S. Hyades	2,932 tons	S. S. Wilhelmina	4,402 tons

Principal Ocean Steamship lines using State Wharves—Continued.

II. COASTWISE.

(Steamers marked * carry freight only.)

Union Lumber Co. Fort Bragg.

S. S. Arctic	277 tons	S. S. National City	220 tons
S. S. Brunswick	349 tons	S. S. Noyo*	229 tons

Hammond Lumber Co. Eureka, Arcata, Field's Landing, etc.

S. S. Francis H. Leggett	975 tons	S. S. Ravalli*	777 tons
S. S. Geo. W. Fenwick*	1,193 tons		

Hobbs, Wall & Co. Crescent City.

S. S. Del Norte	279 tons	S. S. Mandalay*	266 tons
S. S. Navarro*	171 tons	S. S. Westport*	154 tons

Robert Dollar Co. Alaskan, Puget Sound, and Mexican ports.

S. S. Delhi	582 tons	S. S. Melville Dollar*	921 tons
S. S. Grace Dollar	289 tons	S. S. Stanley Dollar*	955 tons
S. S. Harold Dollar	607 tons		

Pacific Coast Steamship Co. Alaskan and Puget Sound ports, Eureka, Santa Barbara, Los Angeles, San Diego ports.

S. S. City of Puebla	1,712 tons	S. S. President	2,393 tons
S. S. City of Topeka	746 tons	S. S. Queen	1,672 tons
S. S. Coos Bay	403 tons	S. S. Senator	1,835 tons
S. S. Curacao	895 tons	S. S. State of California	1,260 tons
S. S. Governor	2,401 tons	S. S. Tampico	1,451 tons

Alaska-Pacific S. S. Co. Los Angeles, Puget Sound, and Alaskan ports.

S. S. Admiral Sampson	1,432 tons	S. S. Watson	1,237 tons
S. S. Buckman	1,259 tons		

North Pacific S. S. Co. Eureka, Field's Landing, Arcata, Astoria, Portland.

S. S. Eureka	312 tons	S. S. Roanoke	1,654 tons
S. S. F. A. Kilburn	458 tons	S. S. Santa Clara	1,208 tons
S. S. Geo. W. Elder	1,224 tons		

West Coast S. S. Line. Los Angeles ports.

S. S. Capastrano*	362 tons	S. S. Excelsior*	281 tons
S. S. Carlos	541 tons	S. S. Homer	331 tons
S. S. Carmel*	401 tons		

Pollard S. S. Co. Astoria, Portland, Gray's Harbor, Puget Sound ports.

S. S. Centralia	324 tons	S. S. Newburg	333 tons
S. S. Coronado	381 tons	S. S. Rainier	519 tons
S. S. Fair Oaks	533 tons	S. S. Tallac*	1,103 tons

J. R. Hanify & Co. Los Angeles ports.

S. S. Santa Barbara*	527 tons	S. S. Santa Monica	318 tons
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Henry Templeman. Point Arena, Mendocino, Caspar, Albion, Greenwood, Whitesboro, etc.

S. S. Brooklyn	216 tons	S. S. Sea Foam	205 tons
S. S. Phoenix	160 tons		

Fred Linderman. Eureka.

S. S. Bee*	375 tons	S. S. Hornet*	402 tons
S. S. Gualala*	153 tons	S. S. Wasp*	360 tons

Charles Nelson Co. Eureka, Puget Sound ports.

S. S. Charles Nelson	397 tons	S. S. North Fork	244 tons
S. S. Lakme*	404 tons	S. S. Riverside*	955 tons

E. K. Wood Lumber Co. Hoquaim, Puget Sound ports.

S. S. Olympic*	454 tons	S. S. Shasta*	517 tons
S. S. San Jacinto*	352 tons	S. S. Tamalpais	422 tons

Geo. S. Beadle, Inc. Northern California and Oregon ports.

S. S. J. Marhoffer* (lost)	334 tons	S. S. Mayfair*	420 tons
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Principal Ocean Steamship lines using State Wharves—Continued.

<i>P. L. Transportation Co.</i> Eureka.		
S. S. Aberdeen.....	394 tons	S. S. Temple E. Door*..... 453 tons
S. S. Despatch.....	539 tons	S. S. William H. Murphy*..... 673 tons
S. S. Prentiss.....	267 tons	
<i>Chas. R. McCormich Co.</i> Astoria and Portland.		
S. S. Klamath.....	662 tons	S. S. Yellowstone*..... 456 tons
S. S. Shoshone*.....	341 tons	S. S. Yosemite..... 525 tons
<i>Hart-Wood Lumber Co.</i> Gray's Harbor, Aberdeen, Hoquiam, and other Washington ports.		
S. S. Claremont*.....	418 tons	S. S. Saginaw*..... 498 tons
S. S. Quinault.....	426 tons	
<i>S. S. Freeman & Co.</i> Puget Sound ports.		
S. S. Daisy*.....	379 tons	S. S. Daisy Mitchell..... 395 tons
S. S. Daisy Freeman*.....	436 tons	
<i>Chas. H. Higgins & Co.</i> San Pedro, Fort Bragg.		
S. S. Coaster*.....	353 tons	S. S. Jas. S. Higgins..... 249 tons
<i>Loop Lumber Co.</i> Columbia River ports.		
S. S. F. S. Loop*.....	445 tons	S. S. Johan Poulsen*..... 423 tons
<i>Independent S. S. Co.</i> Los Angeles ports.		
S. S. Hanalei.....	502 tons	S. S. Nome City..... 597 tons
<i>Olson-Mahony S. S. Line.</i> Puget Sound ports, Portland, Astoria.		
S. S. Jim Butler*.....	343 tons	S. S. Olson & Mahony*..... 779 tons
<i>Swayne & Hoyt.</i> Portland, Astoria.		
S. S. Caseo*.....	298 tons	S. S. Pomo..... 235 tons
<i>E. F. Estabrook Co.</i> Oregon ports.		
S. S. Bandon*.....	350 tons	S. S. Fifield*..... 440 tons
<i>Wilson Bros.</i> Aberdeen.		
S. S. G. C. Lindauer.....	287 tons	S. S. Svea*..... 370 tons
<i>Sudden & Christensen.</i> Gray's Harbor, Hoquiam, and other Washington ports.		
S. S. Chehalis.....	421 tons	S. S. Raymond*..... 350 tons
S. S. Gray's Harbor*.....	374 tons	S. S. Willapa*..... 433 tons
S. S. Norwood.....	492 tons	
<i>E. J. Dodge & Co.</i> Oregon and Alaskan ports.		
S. S. Northland.....	560 tons	S. S. Vanguard..... 228 tons
S. S. St. Helens*.....	779 tons	
<i>Caspar Lumber Co.</i> Caspar.		
S. S. Samoa.....	237 tons	S. S. South Coast*..... 225 tons
<i>J. O. Davenport.</i> Puget Sound and Oregon ports.		
S. S. Fairhaven*.....	437 tons	S. S. Tiverton*..... 336 tons
<i>L. E. White Lumber Co.</i> Northern California ports.		
S. S. Alcatraz.....	193 tons	S. S. Whitesboro..... 144 tons
S. S. Helen P. Drew.....	178 tons	
<i>F. and E. T. Kruse.</i> Coquille River, Bandon, Prosper, Port Orford, etc.		
S. S. Doris*.....	425 tons	S. S. Helene*..... 307 tons
S. S. Elizabeth.....	284 tons	
<i>Bowes & Andrews.</i> Puget Sound ports.		
S. S. Hoquiam*.....	440 tons	S. S. Tahoe*..... 419 tons
<i>W. G. Tibbitts.</i> Puget Sound and Oregon ports.		
S. S. Bowdoin*.....	448 tons	S. S. Wellesley*..... 430 tons
<i>San Francisco and Portland S. S. Co.</i> Portland.		
S. S. Bear.....	2,779 tons	S. S. Kansas City..... 2,163 tons
S. S. Beaver.....	2,779 tons	S. S. Rose City..... 2,154 tons

